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DIRECTORY OF STEAM TOWBOATS  
of the Mississippi River System  
Past and Present

Prepared by  
Frederick Way, Jr.,  
Sewickley, Pa.

1946

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## NOTICE

This book is divided into two principal sections:

FIRST part, pages 1 - 107, lists towboats which have been photographed and of which photographic prints are available.

SECOND part, pages 108 - 128, lists towboats of which photographs are not known to Steamboat Photo Co.

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## FOREWORD

### Notes on the Development of the Steam Towboat

Coal was boated down the Ohio River many years before steamboats commenced hitching into tows. According to an account in Gould, the first coal float of record to descend the Mississippi originated at Bon Harbor, three miles below Owensboro, Ky. and was shipped to the LaBranche sugar plantation, near Red Church, in Louisiana. This moved in 1829 and the coal was loaded in two flats, each 80 x 15 feet, drawing 4 feet. Swoops and steering bars were used, the entire voyage being dependent on manual labor and the river's current.

No accurate record is preserved of when the first steamboat assisted in the movement of a barge of coal, but in all likelihood it was done by a packet, inasmuch as the "towboat" was not invented until after the movement of coal, by floating, had gained great headway. Historians will do well to investigate the pools of the Monongahela River for pioneer towing inasmuch as slack-water there dates back to the 1840's. A vessel named GRAMPUS, owned by a Captain Chester of McKeesport, Pa. is said to have towed loaded coal barges in that period.

According to the best available accounts, the first coal handled between Pittsburgh and Cincinnati, loaded in barges, and assisted by a steamboat, was the trip of the WALTER FORWARD in June, 1845. On this trip she handled three coalboats loaded with 10,000 bushels. This steamer was owned by Daniel Bushnell, a Pittsburgher of some ambition and enterprise who, in addition to his river activities, had fourteen children by his first wife and three more by a second. The WALTER FORWARD was not "faced" to her tow; the barges were gathered around the boat. The scheme was not considered successful, although delivery in Cincinnati was safely made.

Hugh Smith opened coal mines at Dille's Bottom, Ohio, opposite Moundsville, W. Va. and in 1851 bought the old side-wheel packet LAKE ERIE which had run in the Pittsburgh-Beaver trade. With her he took two coalboats to Cincinnati, lashed alongside, and considering the scheme to have merit, he made a second trip. The boat was old and almost worn out, so he contracted for a new towboat, side-wheel, which was delivered from the yard at Brownsville in 1851, and named LAKE ERIE NO. 2. But, before this one commenced running, there had been other trips made.

The towboat BLACK DIAMOND was built at New Albany, Ind. in 1851 owned in equal shares by Daniel Bushnell, James G. Gray, and N. J. Bigley. She was side-wheel, and the hull measured 159.5 x 25.5 x 4'6". She commenced towing coal between Pittsburgh and Cincinnati, commanded by N. J. Bigley, and took four coalboats down on the initial trip. On the second run she lost two boats in Beaver Shoals--the initial "spill" in what was to become a commonplace with coal deliveries over the succeeding years--but in the next seven years of operation she lost but one other. After the first trip or so, N. J. Bigley was placed in charge of the Cincinnati coal yard, and J. J. Vandergrift, who had been mate, was promoted to captain. Daniel Bushnell had speculated about "facing" to a tow for better manipulation and asked Capt. Vandergrift to try

it out, which he did, and took four loads to Cincinnati in such manner, this establishing a practice which holds universal sway on the Mississippi system. Ultimately the old BLACK DIAMOND was worn out in service and dismantled at the Pittsburgh wharf and her engines placed on the towboat COLLIER built in 1859, a sternwheeler.

The initial tow of Pittsburgh coal to go through to New Orleans was delivered by the towboat CRESCENT CITY in February, 1854. She brought down three coalboats and a barge of coke, a total of 64,000 bushels. This side-wheeler was owned by George Ledlie of Pittsburgh. When worn out, the engines went to the side-wheel POTOMAC built in 1870.

The second tow to arrive at New Orleans from Pittsburgh was brought down by the side-wheel JAMES GUTHRIE, expressly built for towing purposes at Louisville in 1853 by Capt. Simpson Horner of Pittsburgh and Capt. Hyatt of New Albany, Ind. This was a peculiar looking craft with two immense chimneys set close together, and her hull measured 210 x 34 x 6½ and her engines were 26's-9 ft. stroke. She was the wonder of the day, and her first delivery at New Orleans comprised 100,000 bushels of coal loaded in 10 barges. She is said to have cost \$35,000. She continued towing until about Civil War days.

Meanwhile coal was being shipped from the mines at Pomeroy, Ohio, and from Kanawha River. The CONDOR was the original Pomeroy towboat, a side-wheeler, and Capt. Ed J. Gray was her first skipper. Her barges were towed abreast of her, each having a steering bar to help manage them. The original towboat on Kanawha River is said to have been the WINIFREDE built at Pittsburgh in 1856. The KANAWHA was the second. All of these vessels were side-wheelers.

The scheme of using side-wheelers was tenacious, and on the eve of the Civil War, Daniel Bushnell and J. J. Vanderbilt built the CONESTOGA with engines 24's-7 ft. stroke (from the old packet J. M. CONVERS) and were about to tow with her when she was turned over to the U. S. Navy. Capt. Vandergrift took her to Cincinnati, worked on a conversion to make her into a gunboat, then proceeded with her to New Albany, Ind. where she was armor-plated, and turned over to Commodore Foote. This was one of the first gunboats to see action, and she somewhat resembled the JAMES GUTHRIE with enormous side-wheels and two big stacks set close together.

Sternwheelers were being used by the mid-1850's, and although no reliable account can be located as to which was the pioneer, the W. H. BROWN was built 1857 at Pittsburgh, and a photograph of her survives (see listings) to show she resembles quite closely the type well known through coal-boating days, sternwheeler with pilothouse on the roof. Her owner was Capt. William H. Brown, a pioneer Pittsburgh coal operator who dates back in the coal business to 1837. The COLLIER, with engines from the old BLACK DIAMOND, was a stern-wheel towboat, built at Pittsburgh in 1859, engines 18's-7 ft. stroke, and also owned by W. H. Brown. The LAKE ERIE NO. 3, built in 1858 was another, with engines 22's-7 ft. stroke, and she ran over 21 years, literally rotting down while in the last days of her operation. Like the prior boats which bore the name LAKE ERIE, she was owned by Hugh Smith and others, hull measured 167 x 28.5 x 4.5. She was built at McKeesport, Pa.

The first Pittsburgh coal delivered to St. Louis may have been in tow of the packet JAMES NELSON. An item in the Cincinnati papers dated March 20, 1852, reads: "The James Nelson passed night before last bound for St. Louis

from Pittsburgh with two barges and four scows of coal, 60,000 bushels, enough for a respectable coal yard, and to give a good sized town a winter's warming." This JAMES NELSON was new in 1844, ran Pittsburgh-Wheeling trade owned by Capt. George D. Moore, and named for a Pittsburgh engine builder and machinist of note.

The sternwheel towboat, once adopted, soon won supremacy. After the Civil War no other side-wheelers were built. In 1864 the great sternwheel towboat AJAX was built at the B. & N. Porter yard, Shousetown, Pa., 260 x 56 x 10, with engines 28's- 9 ft. stroke, owned by B. & J. Watson, of Pittsburgh. She set the pace by taking 32 loaded coalboats to New Orleans. Coal towing zoomed after the Civil War, and new vessels appeared as fast as the yards could deliver them. By 1868 there were 59 operators on Monongahela River alone. Some of the larger firms may be of interest and we will note them:

J. N. and W. W. O'Neil formed a partnership in 1850 which became O'Neil & Co. in 1866 and so continued with offices at 8 Wood St., Pittsburgh. The Waltons commenced in 1865 as the Coal City Coal Co. and formed Joseph Walton & Co. in 1870. J. C. Risher commenced in the coal business in 1853, forming J. C. Risher & Co. ten years later; Stephen S. Crump was long identified with this concern. Thomas Fawcett went in the coal business in 1851 and in 1871 this became Thomas Fawcett & Sons. Hornor & Hyatt were partners in 1851. In 1867 this became Hornor, Wood & Co., then Hornor & Roberts and, in 1872, Simpson Hornor & Co. and in 1880 it was Hornor & Roberts again. The Wood in Hornor, Wood & Co. was Capt. John A. Wood who branched out for himself in 1871, establishing John A. Wood & Son. William H. Brown started peddling coal in 1837 and in the early 1840's this became Herron & Brown, then Wm. H. Brown in 1847 and continued so until 1875 when W. H. Brown died (October 12) and then it was W. H. Brown Sons, the sons being Capt. Samuel S. Brown and Harry Brown.

In those pre-improvement days, coal was boated on natural rises in the river, a precarious adventure. As a somewhat dramatic instance of the perils encountered, it is a matter of record that on a "pop rise" in August of 1879, 50 towboats with 8,000,000 bushels of coal were enroute south, between Pittsburgh and Cincinnati, with the gauges showing 3.5 feet and falling at Pittsburgh and 30" and falling at 4-Mile Bar above Cincinnati. The flush of water was in between. Commented Pittsburgh's historian George H. Thurston: "No business is without its thorns, but the coal trade is far from a bed of roses. What, with frequent strikes of miners, seasons of low water, unremunerative prices in overcrowded downriver markets, sinking of boats from collisions with bridge piers, and other causes, the "Coal Barons," as they have come to be termed, often find themselves considerably barron, raising a doubt whether the title was given in honor or sarcasm."

Such a state of affairs brought about the consolidation effected at the turn of the century. The Monongahela River Consolidated Coal & Coke Co. was organized at Pittsburgh, absorbing most of the independents, and became operative by November, 1899. They initialed their towboats and barges with the letters R.C. which was interpreted to stand for "River Combine" or "River Coal." The corporation was called "the Combine" most of the time, and in the vessel descriptions on the following pages this term is employed.

Inasmuch as the "Combine" was the largest single owner of river towboats in the fifteen years of its existence, a few notes on its career may

be of general interest. In the period 1900-1915 they owned the following vessels:

ALICE BROWN	FULTON	MARINER
B. D. WOOD	FRED HARTVEG	NELLIE WALTON
BERTHA	FRED WILSON	OAKLAND
BELLE MCGOVAN	GEORGE F. MCGAN	PITTSBURGH
BIRMINGHAM	GLENNER	PACIFIC NO. 2
BOAZ	HARRY BROWN	PERCY KELSEY
COAL CITY	H. M. HOKIE	RAYMOND HORNER
CRUISER	HENRY LOUREY	RIVAL
CHARLES BROWN	HORNET NO. 2	ROBERT JENKINS
CLIPPER	IRON AGE	ROVER
CADET	IRONSIDES	RANGER
CARDON	I. N. DUNTON NO. 2	RESOLUTE
CRUSADER	JIM WOOD	SPRAGUE
CHARLIE CLARKE	JAMES MOREN	SAM BROWN
DEFENDER	J. C. RISHA	SAMUEL CLARKE
DAVE WOOD	JIM BROWN	S. H. H. CLARK
DICK FULTON	JOSEPH D. WILLIAMS	SMOKY CITY
DUQUESNE	JOSH COOK	STELLA MOREN
EXPORTER	J. A. DONALDSON	TORNADO
ED ROBERTS	JOHN A. WOOD	TOM DODSWORTH
ENTERPRISE	J. B. FINLEY	TIDE
FALLIE	JOHN MOREN	TWILIGHT
F. M. WALLACE	JOSEPH WALTON	T. J. WOOD
FRITZ	LITTLE FRED	TOM REES NO. 2
		TRANSIT
		VALLANT
		VOLUNTEER
		VOYAGER
		W. K. FIELD
		W. W. O'NEIL
		WASH HONSHALL

Note: This is prepared from notes at hand and is not complete. In addition to the towboats listed, there were a number of tugs, such as the WASH GRAY, M. DOUGHERTY, etc.

During the Combine's first month of operation, December, 1899, they shipped south 876 barges and 512 coalboats, totalling 24,552,000 bushels of coal. In early 1901 they considered building a fleet of steel barges but soon gave up the idea when it became evident that steel barges would cost \$6,500 each, and the average price of a wooden one was \$1,600. A contract was made with Carnegie Steel Co. to deliver 10,000 tons of steel rails in the two-month period of November-December 1901, and 20 model barges were placed in this special service.

The year of 1901 had a long, dry fall and shipments were held up. The drought continued into the winter and by January, 1902 there was a total of 15,000,000 bushels of coal in the Pittsburgh harbor awaiting shipment. Taking advantage of this, the Pittsburgh-Louisville pilots struck for higher wages and refused to go to work until their demands were met. No small factor in the difficulties of the Combine was the competition offered by the independent firms which remained aloof. The Jutte's, Peoples Coal, United Coal, Tide Coal, Diamond Coal & Coke, Clyde Coal, Marine Coal and others became known as the "insurgents." Several of these firms hired away Combine pilots at fancy wages and otherwise blocked River Coal.

Despite these handicaps, in the year from April 1, 1901 until April 1, 1902, over 20,000,000 bushels of Pittsburgh coal was shipped to points south of Cairo, Ill. From June, 1903 until February, 1904, no coal went south from Louisville--a protracted dry spell. Yet, in May, 1904, 5,000,000 bushels of coal left Pittsburgh in one 24-hour period.

The pilots on the "lower river towboats" at the period were as follow:

CHARLES BROWN	Sam Wood	Don Stout
J. B. FINLEY	Henry Nye	Bob Bokes
DOAZ	Calvin Blazier	Jim White
ALICE BROWN	Dan Kane	John Douglas
RAYMOND HORNER	Wm. R. Haptonstall	Tom Martin
JOHN A. WOOD	Lute Hocker	Al Fadkner
W. W. O'NEIL	George Clarke	Clearence Carter
COAL CITY	Henry Lindburn	Frank Lindsay
DEFENDER	Thomas Patterson	Arthur Lyons
HARRY BROWN	George Clark	Elmer Owrey

The factors which led to the discontinuance of the Combine would properly include (1) high costs of operation, (2) excessive losses of coal in transit and in storms, (3) introduction of oil as a fuel in the south, (4) a growing demand for coal in the immediate Pittsburgh area, (5) hazards introduced by the construction of the Ohio River dams, (6) frequent droughts. These factors caused the abandonment of long-distance coal towing, and brought an end to the "insurgents" as well as the Combine. The Diamond Coal & Coke Co. held on until 1919 and when they quit business the final chapter was written.

For some comment on the introduction of steel hull towboats, the attention of the reader is invited to the text. See MARINER, CRUISER, HENRY A. LAUGHLIN. Steel barges were first built by the Brown's Line, Pittsburgh, before the formation of the Combine, but on a very limited scale. The Jones & Laughlin Steel Co. was an early builder of such coal carriers, although the wooden-type barge was predominant as late as 1920.

The use of propeller boats for towing, in the form of tugs and self-propelled barges dates back to Civil War days, although the real propeller towboat never gained headway until the original six "City" boats of the Federal Barge Line were built in 1920-21. Internal combustion engines were employed on the "small fry" boats before 1900, but awaited the development of the diesel engine before surging to importance.

Aside from coal towing, the most important use of the sternwheel towboat was in the rafting industry on the Upper Mississippi, commenced in 1860. The vessels indexed herein which were so engaged are termed "rafters" and may be so designated. The first boat to take a raft below Lake Pepin was the UNION, September, 1863, Capt. George Winans, although not successful. During the next season Capt. Cyrus Bradley, using the same boat, made a successful run from Reed's Landing to Clinton, Iowa. The final raft went from Hudson, Wis. to Fort Madison, Iowa, in the fall of 1915, handled by the OTTUMWA BELLE, assisted by the bow boat PATHFINDER. Capt. W. L. Hunter was in charge.





# S T E A M      T O W B O A T S

## of the Mississippi River System

Special Note: Only towboats which have been photographed are indexed in this Section. Contact prints of these boats are available from Steamboat Photo Company as described on another page in the forward of this book.

### Symbols

Stw	Sternwheel
pb	Pool boat style, i.e., pilothouse built on forward end of cabin.
tb	Towboat style, i.e., pilothouse built on roof.
rf	Return flue boilers
wr	Western river boilers. rf. and wr. are interchangeable terms.
b.	Built
wh	Wood hull.
sh	Steel hull.
ih	Iron hull.

T-1 A. B. SHEETS Stw pb wh b. Dravosburg, Pa., 1918. 120.5 x 26 x 4. Engines 12's, 24's- 6 ft. stroke, 400 hp. by Marietta Mfg. Co. Three rf. boilers. Originally named SAM BARNUM (second of that name, see) and first owned by Diamond Coal & Coke Co., Pittsburgh. Renamed summer of 1921 when purchased by Hillman Transportation Co., Pittsburgh. In active operation, 1947.

T-2 A. C. INGERSOLL, JR. Stw pb wh b. Higgensport, Ohio, 1901. 119 x 27.1 x 5.6. Compound non-condensing engines, 8's, 15's- 5 ft. stroke. Originally named ROBERT TAYLOR, hull b. Higgensport, O. and finished mouth of Licking River, getting engines from former packet DICK BROWN, a Gallipolis local b. 1893 which sank at Sedamsville, O., June 23, 1900. The ROBERT TAYLOR did job towing and while so engaged overturned at Dam No. 3, Glen Osborne, Pa., Ohio River. Was raised, rebuilt, and renamed W. T. SMOOT (see) and in 1920 was again renamed CONVOY, owned by Water Transport Co. of Pittsburgh (see TRANSPORTER). CONVOY was sold to Ohio River Co. and became A. C. INGERSOLL, JR. This vessel caught fire August 23, 1940 about one mile above Tietzville Light, Ohio River, burned. Capt. Ed Young was in command at the time and Fred Wright was pilot. The tourist steamer GORDON C. GREENE rescued the crew.

T-3 A. F. MacARTHUR Stw pb wh b. Jeffersonville, Ind., 1901. 121 x 26 x 3.4. Was owned by McArthur-Hamger Construction Co. and used in contract work, principally on the lower Ohio River, this firm having built Dam No. 48. Then now, she was named S. F. GILLER, see. The U. S. Engineer Dept. bought the A. F. MacARTHUR in August, 1920, renamed her MacARTHUR, which see.

T-4 A. I. BAKER Stw pb wh b. Mound City, Ill., 1923. 125.8 x 28 x 5. Owned by Ayer & Lord Tie Co. Towed cross ties on the Tennessee River and did general contract work. Got stranded in a cornfield near Cypress, 1 1/2 below Dam 48, Ohio River, May 7, 1940, and Eichleay Engineering Co. got her out. Sold to Lea River Lines, 1943, and sank shortly thereafter at Mound City, Ill. and was lost. This boat, when built at Mound City, was originally christened DAN O'SULLIVAN and ran with that name a year or so, operated by Capt. John F. Klein. In building the vessel, engines and material from the former towboat H. P. FLESHER (see) was used.

T-5 A. I. BAKER wreck. --Same boat described above, sunk at Mound City, Ill., this photograph taken shortly after the accident.

T-6 A. M. SCOTT Prop tb sh b. Charleston, W. Va., 1906. 150.9 x 26 x 5.8. Ward Engineering Works built this boat on a plan somewhat similar to the JAMES RUMSEY (see) and she was used as a pleasure boat at New Orleans and elsewhere for the first several years until bought by the Kansas City and Missouri River Navigation Co. which operated a barge service with the CHESTER (see) prior to the Federal Barge Line days. Federal Barge took over the SCOTT, took her to Warrior River, eventually dismantled her at New Orleans circa 1928.

T-7 A. O. ACKARD Stw pb sh B. Ambridge, Pa. by American Bridge Co. and completed at Carl Valley, Pa. marine ways, 1922. 147.5 x 33.4 x 5.2. Condensing engines, 15's, 30's- 7 ft. stroke. Four wr. boilers. Owned by Carnegie-Illinois Steel Co. Was renamed HOMESTEAD in September, 1945, continues in active operation, 1947. Capt. A. O. Ackard long was manager of transportation for Carnegie Steel at Pittsburgh, died June, 1941.

T-8 A. R. BUDD Stw pb wh b. Marietta, Ohio, 1906. 145.2 x 26.7 x 5.2. Machinery from the towboat FRANK GILMORE (see) was high pressure until compounded at Pt. Pleasant, W. Va., 1919. Boat built for Diamond Coal & Coke Co., Pittsburgh. Capt. Harry McGuire long was master. When Diamond Coal quit business in 1917 the boat was acquired by Hillman Transportation Co., Pittsburgh, who sold her to Costanzo Coal Co., Wheeling, early 1930s, and they renamed her COSTANZO (see) and later she was again sold and renamed KONGO (see). Hull is still afloat, 1947.

T-9 A. R. BUDD and tow. --An excellent picture of the BUDD going down the Ohio River with a tow of Pittsburgh coal loaded in wooden coalboats and barges, hooked up "duck pond" style.

T-10 A. W. ARMSTRONG Stw pb wh b. Paducah, Ky. at Ayer and Lord marine ways, 1925. 122 x 25 x 4.6. Owned by Ayer & Lord Tie Co., a subsidiary of Wood Preserving Co. of which Mr. A. W. Armstrong was president. This boat turned turtle in a storm near Sto. Genevieve, Mo. on June 25, 1930 and was lost. She was built using much equipment from former towboat TRANSIT, see.

Note on Indexing: Vessels having names commencing with initials, such as all of the ones listed so far, will precede the others. This system is adopted from the U. S. Lists of Merchant Vessels.

T-11 ABBIGALE Stw pb wh b. Shawneetown, Ill., 1924. 77 x 15.6 x 2.8. Built for Ponglase Engineering Co., Evansville, Ind. and sold in several years to Missouri River Towing Co., Hermann, Mo., then to Paul C. Wyatt of Kansas City, Mo. (about 1934) and about 1940 she was owned by Frank Ingram of Paducah. He sold her to Capt. A. E. Cooper who operated the DIXIE QUEEN showboat, and the steam plant was removed from the boat and she was converted to diesel. The Gold Medal Carnival Co. bought the outfit about 1942-43 and removed to Greenville, Miss.

T-12 ABNER GILE b. McClairo, Iowa, 1872. 110 x 21 x 3. A sternwheel raft boat, wood hull, operated on the upper Mississippi nearly thirty years. When rafting had ceased at other points this boat was used to drop logs out from St. Paul to Prescott.

T-13 ACORN Stw pb wh b. Pittsburgh, Pa., 1872. Long operated by Capt. Tom Fawcett and others, towing coal. Capsized at Pittsburgh in April, 1902, drowning Capt. Samuel Sylvis. 128 x 22 x 4.

T-14 ACTIVE Stw pb wh b. Elizabeth, Pa., 1916, at Pittsburgh Coal Co. marine ways. 140.9 x 26. High pressure engines from the towboat LITTLE FRED (see), 14's- 7 ft. stroke. Built for Pittsburgh Coal Co. and sold to Hillman Transportation Co., March, 1918, renamed HECLA in June, 1918.

Ref. See HECLA, also see RELIANCE.

T-15 ADA Single deck stw wh b. Keokuk, Iowa, 1889. 76 x 11 x 3. Built and operated by U. S. Engineer Dept., Rock Island, Ill. until about time of World War I.

T-16 ADELINE Stw pb wh b. LaCrosse, Wis., 1904. 85.5 x 16.4 x 3. Originally a short trade packet on upper Mississippi and Illinois rivers and was converted to towing about 1912. Operating between Cairo and Caruthersville, she sank at the latter point, January, 1913, total loss.

T-17 ADELLE Stw pbwh b. Parkersburg, W. Va., 1896. 133.4 x 24.8 x 4.3. Owned and operated by Capt. Lewis Pope and named for his daughter. Capt. Pope delivered railroad cross ties from Little Kanawha River to Pittsburgh in barge lots, and this boat towed them. Sank in Coal Haven Harbor, Cincinnati, January, 1904, total loss.

Ref. When Capt. Pope built the ADELLE he used much equipment from the former towboat CHAMPION NO. 10 of Cincinnati, b. 1881. For information about these vessels see HERCULES CARREL.

T-18 ADMIRAL Stw tb sh b. Charleston, W. Va., 1924 by Ward Engineering Co. 114 x 29 x 5.6. Originally named LOOKOUT, owned by U. S. Engineer Dept. and when transferred to Pittsburgh District U.S.E. was renamed GEORGE S. NUTT. Then went to New Orleans, was rebuilt at Canulette Shipbuilding Co., 1941, sold to W. Horace Williams Co. and became ADMIRAL. Compound engines, 10½'s, 18's- 6 ft. stroke.

T-19 ADVANCE Stw pb wh b. Pittsburgh, Pa., 1873. 124 x 22.6 x 4. Originally named IS. KEEFER and operated at Pittsburgh towing coal until

sold to Advance Coal Co., Pittsburgh and renamed ADVANCE. She sank at Lock One, Monon River, December, 1898, was taken to Middleport, O. for rebuilding. While there she was struck by lightning in August, 1899, and burned to the hull. The Advance Coal Co. bought the towboat DAUNTLESS, then an old boat (which see), placed the machinery on the ADVANCE hull, constructed a new cabin, etc., and brought out the towboat T. J. WOOD, which see.

T-20 ADVANCE Stw pb wh b. Paducah, Ky., 1913. 100 x 18 x 4. Towed oil out of Kentucky River, 1921, Capt. Allen Woods. Got caught in a windstorm in spring of 1927 (same wind that wrecked the towboat CONQUEROR, see) and overturned at Lock 27, Ohio River, wrecked.

T-21 ADVANCE Stw tb sh b. Dubuque, Iowa, 1902. 125 x 25 x 4.5. Originally a private yacht named ANNIE RUSSELL used around St. Louis, and acquired by Kansas City-Missouri River Navigation Co. and rebuilt for towing about 1913-14. Later in the Federal Barge Line, Warrior River service. Out of service by 1929.

T-22 AID Steam prop tug wh b. Jeffersonville, Ind., 1889. 50 x 11 x 5.2. Owned many years by the Combine. Photo taken at Ambridge, Pa., 1917, boat then owned by Capt. W. H. Muller of Glenwillard, Pa.

T-23 ALARM Stw tb wh b. Pittsburgh, Pa., 1880. 142 x 26. Originally owned by W. H. Brown Sons, coal operators at Pittsburgh, and was pool boat style when new. They sold her, and in early 1890s she was owned by Southwestern Transportation Co., and then by Interstate Transportation Co. This latter concern was formed by Capt. Vance Higbee and J. P. Jackson, and they bought the ALARM in June, 1894, and towed general merchandise in barges on Mississippi and Ohio rivers with the J. P. JACKSON (see), HENRY MARX, and THOMAS A. HENDRICKS. The ALARM sank at Nine-Mile Point, above New Orleans, in May, 1899.

T-24 ALBERT HANSON Stw pb wh b. Franklin, La., 1896. 95.4 x 20.4 x 3. Burned in June, 1939, in Bayou Teche, foot of Adams St., Franklin, La. and was rebuilt. Owned 1946 by Franklin Towing Co., Franklin, La.

T-25 ALDEBARAN Stw tb wh b. Wabasha, Minn., 1924. 132 x 26 x 4. Owned by Samuel Peters & Sons, Wabasha. Engines 12's- 6 ft. stroke. Two wr. boilers. The Crescent Transportation Co. of Pt. Pleasant, W. Va. bought this boat, renamed her RUSH KRODELL, ran her between New Orleans and Monroe, La., and while enroute up the Mississippi, burned a mile below Natchez, December, 1937, along with the towboat INDIANA (b. Paducah, 1923).

T-26 ALEXANDER MACKENZIE Stw tb sh b. Pt. Pleasant, W. Va. by Marietta Mfg. Co., 1939. 167 x 37.5 x 8.4. Condensing engines, 16's, 32's- 10 ft. stroke, 1600 hp. Two F-V boilers. Owned by Central Barge Co., Chicago, Ill. and in operation, 1947.

T-27 ALFRED TOLL Stw rafter and tb wh b. La Crosse, Wis., 1880. 126.2 x 24 x 3.5. Owned by Capt. P. S. Davidson of La Crosse in 1883. In 1890 was wrecked at Dubuque, Iowa, then owned by Capt. G. L. Short and V. A. Biglow. This photograph shows the wrecked vessel.

T-28 ALBERT Stw tb wh b. Stillwater, Minn., 1874. 115 x 19.5 x 3.8. Originally a rafter, named ADA B. and was bought by the U. S. Engineer Department, Rock Island, Ill., in 1881, renamed. They sold her to the Kansas City Bridge Co. in early 1920s and she was lost at Musick Ferry, Mo. on August 9, 1928.

T-29 ALICE L. BARR Steam tug, wh. b. Cincinnati, 1884. 83.8 x 16.8 x 6. Long operated by Helfrich Lumber Co. at Evansville, Ind.

T-30 ALICE BROWN Stw tb wh b. Pittsburgh, Pa., 1871. 193 x 34 x 4. Engines 26's- 9 ft. stroke. Six wr. boilers. Belonged to the Brown's Line, towing coal between Pittsburgh, St. Louis and New Orleans. She collided with the towboat IRON DUKE on May 1, 1894 at Brower's Point, above Cairo, Mississippi River, and sank the DUKE. The ALICE BROWN went in the Combine in 1900 and continued to operate until 1915 when she was dismantled. Liberty Transit Co. bought the hull, used it for a model barge, 1923, sold it to Al. Willis, Martins Ferry, O. for a wharfbat, where it finally was wrecked.

T-31 ALICE BROWN A picturesque photograph of this old coal shover going upstream on Ohio River with empties, showing to good advantage the enormous anchor suspended between the smokestacks, long the emblem of the Brown Line boats. The ALICE wore this anchor all the days she ran, took it to the bonyard with her.

T-32 ALICE F. Stw single dock towboat, wh. b. Wabasha, Minn., 1918. 78 x 19 x 3.7. Owned by Kookuk Sand Co., Des Moines, Iowa, 1929. Later sold to Woods Bros. Construction Co., Missouri River. Not reg. 1929.

T-33 ALICIA Stw pb wh b. Jeffersonville, Ind., 1901. 173.5 x 28 x 6. Engines 17's- 6 ft. stroke. Originally named G. W. THOMAS, which sec. 7. Harry Brown Coke Co. bought the boat in October, 1913 and renamed her ALICIA to honor the Alicia, Pa. works of that concern. Sank in ice, February, 1918, raised. Pittsburgh Steel Co. took her over on Feb. 19, 1919, and she towed in Monongahela River until she burned on the Alicia marine ways, about 1926.

T-34 ALIQUIPPA Stw pb sh b. Pittsburgh, Pa. by James Roos & Sons Co. on bank of the Allegheny River, 1914. 152 x 29.1 x 4.8. Roos condensing engines, 14's, 28's- 7 ft. stroke. Four wr. boilers. Owned by Jones & Laughlin Steel Corporation, Pittsburgh, Pa. In operation, 1947.

T-35 ALIQUIPPA sunk. Same boat listed above when she sank at old Lock Two, Ohio River, on June 2, 1917, across the upper entrance to the lock chamber. We have a set of four pictures of this event.

T-36 ALLEGHENY Stw pb sh b. Ambridge, Pa. by American Bridge Co. and completed at Coal Valley, Pa. marine ways, 1927. 147.7 x 33.4 x 6.1. Condensing engines, 15's- 30's- 7 ft. stroke, 750 hp. Four wr. boilers. Owned by the Carnegie-Illinois Steel Co. Was renamed J. L. PERRY in June, 1945, and continues in operation, 1947, under that title.

T-37 ALLEGHENY Stw pb sh b. Pittsburgh, Pa. by James Roos & Sons Co. on bank of the Allegheny River, 1905. 134.4 x 27.7 x 5.9. Con-

condensing engines, 12's, 24's- 6 ft. stroke. Three wr. boilers, 450 hp. Originally named HENRY A. LAUGHLIN (see), then SHANNOPIN (see), then FAIRPLAY (see), then JOHN L. HOWDER (see). Under this last name she was sold to Crain Brothers, Pittsburgh, Pa., about June 1, 1945, and they renamed her ALLEGHENY. In active operation, 1947.

T-38 ALMA Stw pb wh b. Leavenworth, Ind., 1898. 100 x 21 x 3.8. Owned by John F. Klein in 1929 and towed for Massman Construction Co. on Missouri River.

T-39 ALTAIR Stw tb wh b. Wabasha, Minn., 1926. 131.5 x 26.4 x 3.9. Built and owned by W. G. Peters, Wabasha. Federal Barge Line had her on the Upper Mississippi while the dams were being built, later sold her to the south. John I. Hay Co. bought the boat, towed with her along with the BETSY ANN, and she sank at Seneca, Ill. on Illinois River, 1943, and was lost.

T-40 AMERICAN Stw tb wh b. Decatur, Ala., 1902. 158 x 27.6 x 4.2. Operated by American Oak & Leather Co. On one occasion she came to Cincinnati to get some canal boats which had been removed from the Miami Canal. The picture listed herewith was taken on that occasion.

The story of this towboat is peculiar. She was sold to Capt. L. E. and C. E. Patton, renamed PATTON, and so operated until sold to U. S. Engineer Dept. in January, 1920. After a rebuilding at Paducah, she was renamed GEN. JOHN COFFEE and operated on Tennessee River. The Barrett Line next bought her, renaming her DOROTHY BARRETT. In 1930, owned by American Barge Line Co., she was taken to Slidell, La., rebuilt again, and renamed AMERICAN---same name she had in the first place.

T-41 AMERICAN --Same as above. This picture was made after the Slidell, La. rebuilding in 1930, owned by American Barge Line Co.

T-42 AMERICAN ---Same as above, now built pool boat style, after another rebuilding in 1939 and as she appears 1947. She has condensing engines, 14's, 26's- 7 ft. stroke. Four return flue boilers, 600 hp.

T-43 AMOS K. GORDON Stw tb sh b. Dubuque, Iowa, by Dubuque Boat and Boiler Co., 1933. 190 x 38 x 9. Machinery from towboat JAMES MOREN, see. Engines 16's, 32's- 10 ft stroke, condensing, 750 hp. Two F-7 boilers. Owned by Standard Oil Co. of N. J., Louisiana Division, Baton Rouge, La. and in operation 1947.

T-44 AMY HEWES Stw tb wh b. Franklin, La., 1903. 115 x 25 x 3.2. Engines 11's- 5 ft. stroke, 228 hp. Two wr. boilers. Owned in 1941 by Joseph A. Prevost Lumber Co., who sold her to May Bros., Garden City, La. In existence, 1946.

ANNIE L. Stw pb wh b. Murraysville, W. Va., 1881. 115.8 x 20.3 x 3.1. Originally towed cross ties from Parkersburg to Wheeling and Pittsburgh and brought back coal, owned by the Armstrong's of Wheeling. Then was owned by Capt. Newt Flesher and a Mr. Spilman of Spilman, W. Va., towed coal and brick. Burned on Kanawha River. Machinery went to towboat I. N. FLESHER, b. 1908, see.

T-46 ANNIE M. Stw tb wh b. Gadsden, Ala., 1886. 122 x 20 x 3.6. The Wheeling firm of A. J. Sweeney & Son went down to Coosa River and constructed the boat for the Coosa Iron Co. which used her in towing logs to a furnace in Gadsden which was operated by charcoal. Finally was dismantled and her machinery placed on towboat LOTA which ran on Coosa River many years, and in time the U. S. Engineers bought her, changed the name back to ANNIE M. In 1941 she was still afloat at Gadsden with machinery and boilers removed. The photograph we have was made when the boat was new in 1888.

T-47 ANNIE GIRDON Side-wheel raft boat, a pioneer. b. Burlington, Iowa, 1866. It is said the captain of this rafter originated the idea of using crabs to swing the towboat while hitched to a log raft to facilitate the towing.

T-48 ANNIE GIRDON and raft. --Same towboat as listed above, photographed at Road's Landing, June, 1869, with an enormous raft "fourteen strings sixteen long." Good picture.

T-49 AQUILA Stw tb wh b. Wabasha, Minn. by W. G. Peters, 1928. 110.3 x 24.4 x 3.7. Engines, 10's- 6 ft. stroke. Two wr. boilers. W. G. Peters owned the boat until sold in 1945 to McGrath Coal Co. of St. Paul. Later resold to Molo Sand and Gravel Co., Dubuque, Iowa, as of May, 1946.

T-50 ARTHUR Side-wheel single deck towboat, wh. b. Gasconade, Mo., 1894. 91 x 18'4" x 4'8". Owned by U. S. Engineer Dept. and operated on Missouri River, particularly around the marine ways and landing at Gasconade. Was still there in 1915.

T-51 ARK Stw tb wh b. Pittsburgh, Pa., 1873. 155 x 30 x 5. Engines 20's- 6 ft. stroke. Originally built pool boat style, but pilothouse was placed on the roof after sold to Marmet Coal Co. and she commenced towing out of Kanawha River. Dismantled in 1900 at Pt. Pleasant and the FLORENCE MARMET built from her.

T-52 ARGAND Stw tb wh b. Levanna, Ohio, 1896. 132.6 x 24 x 5. Long a packet, this boat in her older days towed showboats and did job work, and this picture was taken during this time.

T-53 ARKANSAS Stw snagboat b. Jeffersonville, Ind., 1900. 155 x 30 x 4.6. U. S. Engineer Dept., Memphis, Tenn.

T-54 ARKANSAS II Stw snagboat, sh. Hull built by Bethlehem Steel Co., Loetsdale, Pa., machinery and cabin placed at Memphis, 1940. 150 x 38 x 6. Condensing engines, 12's, 28's- 5 ft. stroke formerly on towboat CAPTAIN CHAS. D. HARRIS (see). Owned and operated by U. S. Engineer Dept., Memphis, Tenn. and in operation in 1947.

T-55 ARKLA Stw tb wh b. Franklin, La., 1904. 95 x 20 x 3.4. Originally named GRADY, then H. H. WIGGIN. As the ARKLA owned 1928 by Arkla Lumber Co., New Orleans, La. Burned June 16, 1934 at Patterson, La.

T-56 ARTEMUS LAMB Stw rafter, wh. b. Clinton, Iowa, 1878. 140 x 30.6 x 4. Operated by C. Lamb & Sons of Clinton, Iowa, until 1939. In June, 1894, she left Stillwater, Minn. with a record tow of logs, 1,200 ft. long, 265 ft. wide. In 1899 she was sold, rebuilt at Paducah, Ky. and renamed CONDOR, which see.

T-57 ARTHUR HIDER Stw tb sh b. Jeffersonville, Ind. by Howard Shipyard & Dock Co., 1898. 163 x 30 x 6. Engines 18's- 7 ft. stroke. Four wr. boilers, 900 hp. Originally owned by U. S. Engineer Dept., Vicksburg, Miss. who sold her 1934 to A. O. Kirschner, Cincinnati. At present owned and operated by Elston G. Kirschner (son) of Cincinnati.

T-58 ARTHUR S. Stw tb wh. b. Fulton, Ill., 1907. 85 x 17.6 x 3.1. Owned 1929 by George A. Schneider of Chicago and operated on the Missouri River near Sioux City. In 1943 was owned by Clinton Sand Co., Clinton, Iowa. The engines on this boat are said to have commenced business on the steamer G. B. KNAPP, a small packet b. 1866 which ran on St. Croix River, and from there to the CLEON, b. Osceola, Wis., 1884, then to the rafter JENNIE HAYS, then on a pile driver called GOOD LUCK, and finally to the ARTHUR S.

T-59 ASHBY NO. 2 Stw tb wh b. Glasgow, Mo., 1912. 80 x 16.9 x 2.8. Originally named LAKE WITHROP. Owned by a contractor named Ashby and used on the Missouri River. Sold to Tennessee Valley Sand & Gravel Co. and went to Tennessee River in 1929.

T-60 ATHA Stw pb wh b. Pittsburgh, 1882. 131 x 23.6 x 4.3. Originally named CHARLIE CLARKE (see) and renamed ATHA by Crucible Steel Co. of Pittsburgh who had bought her a short time before. In 1938, during a rebuilding program at Crucible, Pa., she was renamed RESISTAL, and ran under that name until 1945 (see).

T-61 ATHA sunk. --Same boat listed above while sunk at Haysville, Pa. in April, 1918. Was soon raised.

T-62 ATLAS Stw tb sh b. Ambridge, Pa. by American Bridge Co., 1913. 143 x 33.1 x 6.5. Engines 15's, 28's- 8 ft. stroke, condensing. Five wr. boilers. Originally named WM. EDENBORN (see) and bought in spring of 1942 by Sohio Petroleum Co. and renamed. They sold her to Island Creek Fuel & Transportation Co., Huntington, W. Va., February, 1945. Afloat, 1947.

T-63 B. HERSHEY Stw Raftboat, wh. b. Rock Island, Ill., 1877. 125.3 x 27.5 x 4. Owned by Hershey Lumber Co. Capt. Cyprian Buisson was her master for twenty years. Valley Navigation Co. bought her from Hershey and she finally sank on a job of levee work at East St. Louis, Ill. Note: the photo we offer is not good--shows her in drydock along with a number of other boats--but we include her in hopes a better one will show up one of these days.

T-64 B. D. WOOD Stw pb wh b. Pittsburgh, Pa., 1873. 136 x 25 x 4.5. Owned by John A. Wood & Sons, Pittsburgh coal operators. This boat was a fixture in the coal trade for over thirty-five years, belonging to the Combine after it formed, 1900. Named for Capt. B. D. "Burr" Wood who looked after the coal interests in New Orleans many years and was well regarded. Machinery from this boat was taken to Alaska and placed on the Yukon River steamer JULIA B.



T-65 B. F. FAIRLESS Stw pb sh b. Ambridge, Pa. by American Bridge Co. and finished at Coal Valley, Pa. marine ways, 1927. 147.7 x 33.4 x 6.1. Condensing engines, 15's, 30's- 7 ft. stroke, 750 hp. Four wr. boilers. Originally named YOUNG & IOGHENY and renamed in October, 1935. Owned by Carnegie-Illinois Steel Co. and in operation, 1947.

T-66 B. F. JONES, JR. Stw pb sh b. Pittsburgh, Pa. on bank of Allegheny River by James Rees & Sons Co., 1908. 133 x 26 x 4.5. Condensing engines, 12's, 24's- 6 ft. stroke. Three wr. boilers, 450 hp. Owned by Jones & Laughlin Steel Corporation, Pittsburgh, Pa. This old war horse has been a particularly successful towboat.

T-67 BALTIC Stw tb wh b. Pittsburgh, Pa., 1866. A large vessel, engines 18's- 7 ft. stroke. Three wr. boilers. Towed coal on the Ohio River twenty years. When dismantled her engines went to the towboat BEAVER (see). Capt. William Mars was first skipper of the BALTIC.

T-68 BALTIMORE Stw pb wh b. Pittsburgh, Pa., 1887 by James Rees & Sons Co. for A. Booth & Son, Baltimore, Md. Used in the oyster trade in the vicinity of New Orleans. Engines 10's- 4 1/2 ft. stroke.

T-69 BARBARA HUNT Stw pb wh b. Osage City, Mo., 1929. 100 x 22 x 4. Owned by Bilhorn, Bower & Peters and operated while new on Missouri River. This towboat was built from the former packet RICHARD ROE and had engines from the packet HATTIE BROWN which had been on the VIM in local trades between Cincinnati and Louisville. She was sold to J. T. Ham of Apalachicola, Fla. and sank in the Suwannee River, Florida at U.S. 90 Bridge, this about 1940.

T-70 BARBARA HUNT wreck --Same boat described above after sinking at U.S. 90 Highway Bridge, Florida, on Suwannee River.

T-71 BARRETT Stw tb wh b. Madison, Ind., 1889. 210 x 37 x 6. Engines from packet WILL S. HAYS, 28's- 10 ft. stroke. Originally named LOUIS HUCK, see. As the BARRETT this boat was operated by the Barrett Line of Cincinnati until October, 1919 when she was sold to the Federal Barge Line, who renamed her NEW ORLEANS, which see.

T-72 BART E. LINEHAN Stw Rafter wh b. Burlington, Iowa, 1880. 127 x 23.5 x 3.9. Operated many years on Upper Mississippi River towing rafts, and in November, 1902 was sold to Capt. Bauer and Karnes, and ran Paducah-Galconda packet trade. Later was owned by the Ryman Line on Cumberland River, this in 1904, and used as a towboat.

T-73 BATON ROUGE Steam prop towboat, sh. b. Ft. Pleasant, Va., by Marietta Mfg. Co., 1921. 200 x 40 x 10. Twin props, triple expansion engines, condensing. Rated 1800 hp. Water tube boilers. Owned by Inland Waterways Corporation, St. Louis, Mo. and in operation, 1947.

T-74 BEACON Stw pb wh b. Elizabeth, Pa., 1916-17. 136.6 x 26 x 4.7. Capt. George Smith came out as master; Ben Miller was chief

engineer. Condensing engines, 12's, 38's- 6 ft. stroke. Three wr. boilers. Towed coal in the Pittsburgh area all her career, and was retired of old age, sank December 20, 1937, below Sixteenth St. Bridge, Allegheny River and was dismantled.

T-75 BEACON wreck. Boat described above after sinking at Sixteenth St. Bridge, Allegheny River. Her whistle, originally bought for the towboat CARBON (see) was placed over on the new PITTSBURGH COAL (see).

T-76 BEAVER Stw tb wh b. Cincinnati, O., 1886. 169.5 x 30.6 x 5.1. Machinery from the old towboat BALTIC, see. Towed coal out of Pittsburgh many years owned by Capt. Marsh McDonald of Glen Osborne, Pa. In December, 1898 she was bought by Joy Brothers of Cairo, Ill., a lumber firm, and taken there. Not long afterward she was bought by the Barrett Line. In 1901 her master was Capt. Frank Farnsley, and the smokestacks had been painted red. Eventually sank at Cairo.

T-77 BEAVER Stw single deck towboat, wh. b. on Beaver River by Rock Point Sand Co. and was new in April, 1918. This boat had the distinction of being landlocked all her career, near enough to hear the whistles from steamboats on the Ohio River, yet isolated in a pool formed by a dam having no lock. Someday she will be famous as the only steam towboat to operate on Beaver River prior to the building of the Lake Erie and Ohio River Ship Canal.

T-78 BELLA MAC Stw Rafter, wh. b. La Crosse, Wis., 1880. 126 x 26. Operated by McDonald Bros. of La Crosse in rafting trade. She left St. Louis one morning at 4 o'clock after delivering a raft and sank opposite Salt Point Light at the upper end of St. Louis, total loss.

T-79 BELLE MCGOWAN Stw pb wh b. Belle Vernon, Pa., 1873. 173 x 26 x 4.5. Engines 17 3/8's- 6 ft. stroke. Originally owned by Major Thomas McGowan and named for his daughter. Towed coal on Monongahela and Ohio Rivers many years. Machinery came from the first towboat FRED WILSON, b. 1860. Exploded her boilers at Harmar, Ohio, in 1890 with several deaths and injuries. Was rebuilt and turned over at the Advance Coal Co. landing, Sawmill Run, Pittsburgh, during high water on March 30, 1902.

T-80 BELLE MCGOWAN after boiler explosion. --Same towboat as above, and this picture was taken at Harmar, Ohio, shortly after the explosion described above.

T-81 BELLE PRINCE Stw pb wh b. Freedom, Pa., 1879. 114.4 x 19.6 x 3.6. Owned by Capt. Bill Prince of Wheeling, W. Va. who lived on Wheeling Island and was father of Capt. George Prince, later a packet operator on the Mississippi River. The machinery on this boat originally was used on the ISLAND PACKET, a ferry at Wheeling, b. 184-, which exploded there on Dec. 9, 1847 causing two deaths. The wreck was dismantled and the engines taken to Crawford's Flour Mill in Bridgeport, O. where they served until 1871, then were installed on the towboat IRON VALLEY b. at Wheeling, 1873 and which exploded at New Cumberland, W. Va., Aug. 11, 1879. The BELLE PRINCE helped raise the packet SCIOTO after her collision with the towboat JOHN LOMAS (see R. B. KENDALL), and also moved the State capitol records from Wheeling to Charleston on a barge in May, 1885. Capt. George Prince took the boat south to Natchez and used her there until she was wrecked in a storm in 1906.

T-82 BEN FRANKLIN Stw tb wh b. Rock Island, Ill., 1892. 132.7 x 30.5. Originally a raftboat on the upper Mississippi named E. RUTLEDGE (see) and then the private pleasure boat ORCOCO owned by the Drs. Mayo of Rochester, Minn. In early 1920s this boat was bought by Capt. A. O. Kirschner of Cincinnati, renamed BEN FRANKLIN and towed coal and general cargo on the upper Ohio River until she burned in early December, 1935 at Cincinnati.

T-83 BEN FRANKLIN NO. 2 b. Parkersburg, W. Va., 1923. This towboat, wood hull, had engines from the packet CHRIS GREENE (first of the name) and was 120 x 26.4 x 4. Her owner is listed as the Independent River Sand Co. of Pittsburgh and she did general towing on the Ohio River. Sold to Tennessee Valley Sand & Gravel Co. and was renamed JAYHAWKER (see).

T-84 BERNICE Stw pb wh b. Clinton, Iowa, 1899. 75 x 18 x 4. Originally a raft boat on the upper Mississippi, acting as bow boat for the CHANCY LAMB. Was sold to Paducah, Ky. and towed on the Tennessee and Cumberland rivers in 1915-1925 period, and became the property of Williams Bros. of Evansville, Ind. and burned in their "Big Fire" of Dec. 16, 1932 along with the packet SOUTHLAND, the towboat DICK WILLIAMS, towboat RIVAL and barge JEANIE.

T-85 BERTHA Stw pb wh b. Pittsburgh, Pa., 1894. 130 x 20 x 5. Machinery, etc. from the towboat H. E. PIERPOINT b. 1868 at Brownsville, Pa. Built for Capt. Marsh McDonald who soon traded her to the Lysle Coal Co. for the R. M. BLACKBURN (see). Towed coal out of Pittsburgh, later for the Combine, and was sold in June, 1919 to the Great Southern Refining Co. of Kentucky River, and renamed VAN, which see. Still later was the CHARLES R. WILSON, also see.

T-86 BESSIE E. MERRILL Stw pb wh b. Jeffersonville, Ind., 1911. 133.7 x 28 x 4.2. Originally named GENERAL CRAIGHILL and owned by U. S. Engineer Dept., Louisville, (see). Sold at public sale to Capt. Charles C. Stone of Pt. Pleasant, W. Va. who changed the name to BESSIE E. MERRILL, 1939, and he sold her to the French Government in 1943. The boat was taken to Slidell, La. and dismantled, and her parts packed for shipment to the Congo, although it is doubtful if they all got there. The towboat C. S. WILLIAMS (see) was sold at the same time and got similar treatment. In December, 1945, there were parts of both boats still at Slidell, La.

T-87 BETSARA Stw pb wh b. Naker, Ky., 1934. 89.2 x 22 x 3.8. Owned by Frazier-Davis Construction Co., St. Louis, and used in contract work. After a long repose in Alton Slough she was bought by John F. Klop and sold to Zubik Towing Co., Pittsburgh, who converted her to diesel in 1942 and changed the name to DONALD ZUBIK, under which title she operates, 1947.

T-88 BETTY LORD Stw tb wh b. Paducah, Ky., 1921. 135.3 x 27 x 4.6. Owned by Ayer & Lord Tie Co., Paducah. Burned at Owens Island, Paducah, Sept. 28, 1924.

T-89 BILL CLARK Stw pb wh b. Newport, Ky., 1901. 122 x 29.6 x 5. Built and owned by Capt. Bill Clark, a river character of his day. She was a decrepit towboat, painted many colors, and did low water work. Engines came from the old towboat COMET b. 1881 at Pittsburgh. In 1903 the BILL CLARK was renamed MOUNTAIN STATE and towed Eisenbarth's showboat. In 1908 she was sold to Walter P. Needham and Harry Steiner who had a floating cowboy baseball team towed by the NELLIE and also a bloomer girl baseball team that travelled by rail. The name of the MOUNTAIN STATE was changed to WALTER P. NEEDHAM and she towed the cowboys for several years, finally sank at Metropolis, Ill. owned then by Capt. Ralph Emerson. (see NELLIE).

T-90 BILLY KOCH Stw pb wh b. Evansville, Ind., 1924. 112 x 24 x 4. Originally named WILLIAM MICHEL. Owned by Koch Sand and Gravel Co., Evansville, Ind. In operation, 1947.

T-91 BIRMINGHAM Stw tb wh b. Levanna, Ohio, 1891. 124.8 x 31 x 5.5. Originally the JOHN BARRETT of the Barrett Line, Cincinnati, and sold in 1900, when name was changed to BIRMINGHAM. From then on she towed coal between Greenville, Miss. and New Orleans, operated by the Alabama Coal Co. which also operated the RESOLUTE, sec. Both these vessels were sold to the Combine in June, 1904.

T-92 BOAZ Stw tb wh b. Sewickley, Pa., 1882 and completed at Pittsburgh. 193 x 44.4 x 6.5. Engines 28's- 8 ft. stroke. Owned when now by Capt. Tom Fawcett and Capt. Billy Smith. She is reported to have had a quite fancy-topped pilothouse in her younger days. Towed coal out of Pittsburgh many years. In the Combine after 1900, commanded after 1902 by Capt. Frank Gould who remained aboard until she went to the boneyard in Pittsburgh, 1916. Finally was scrapped up Monon River, 1925. In such a long career it is but natural this boat got in some interesting events. In charge of Capt. Cal Blazier, January, 1901, she grounded between Laconia and Homichitta, lower Mississippi River, with a 42-piece tow, and as the river continued to fall, she went high-and-dry. Spilled an entire tow of 14 loads above Hawesville in January, 1895. Capt. Tom Fawcett owned in many towboats, many of which are listed herein, including the BOAZ, ACORN, MAGGIE, OAKLAND, CONVOY, PARK PAINTER NO. 2, DART, BENGAL TIGER. He died at Bemus Point, N. Y., July 31, 1903, having sold out of the BOAZ in May, 1895. A widely circulated tale about the BOAZ is that she left Pittsburgh on a rise with a large tow of coal, commenced "dropping" barges in minor accidents, here and there, and before she got to Cincinnati had lost them all, and had to return to Pittsburgh for more.

T-93 BOAZ --Same as above, in a photograph taken from the Point, at Pittsburgh, just as she clears the harbor with an immense tow of coal.

T-94 BOB BALLARD Stw tb wh b. Murrysaville, W. Va., 1890. 130 x 26.2 x 4. Engines, whistle, etc. from the packet BOONE which wrecked at Pine Creek, above Portsmouth, O. Originally a packet, she ran Gallipolis and Marietta trade, Capt. E. E. Varian, master; W. E. Hayman, clerk. Also ran on Kentucky River going high as Tyrone. Had a tin roof over her cabin and said to be the first so equipped. Later was converted to a towboat and sank at Ironton, Ohio, Dec. 10, 1909, total wreck.

T-95 BOB PRICHARD Stw tb wh b. Mason City, W. Va., 1882. 150 x 27.5 x 5.2. Originally named D. W. WOODWARD and when owners got in financial circumstances the boat was sold to Robert Carr, Esq., senator of West Virginia, who renamed her BOB PRICHARD and towed out of Kanawha River. Sold in 1898, rebuilt at Middleport, O. and renamed T. H. DAVIS, see.

T-96 BOB RODES Stw pb sh b. Jeffersonville, Ind., 1887, and originally named MAJOR MACKENZIE, later CHEROKEE, owned by U. S. Engineer Dept. Capt. Walter G. Hougland bought the boat in the 1930s, renamed her BOB RODES and towed asphalt on Green River. Then the boat was laid up at mouth of Cumberland River for some time, and dismantled. The hull served as an oil dock at Mt. Vernon, Ind. in 1943.

T-97 BOB TRESLER Stw pb wh b. Pittsburgh, Pa., 1917-1918 as the VOLCANO (see). Later was the MENGEL, and as such was bought in January, 1938 by Tresler Oil Co. of Cincinnati, renamed BOB TRESLER. Beached in high water at the Madison, Ind. marine ways, 1944, dismantled.

T-98 BRADDOCK Stw pb wh b. Elizabeth, Pa., 1900. 135 x 24 x 4. Owned by American Steel & Wire Co. and operated in Monongahela River towing coal. Dismantled in 1916.

T-99 BRADDOCK Stw pb wh b. Elizabeth, Pa., 1916-17. 131 x 26 x 4.1. Also operated by American Steel & Wire Co. and eventually dismantled, about 1930.

T-100 BUCKEYE Early rafter. b. Read's Landing, Minn., 1866. Was still operating in 1876, perhaps later.

T-101 BURLINGTON Steam tug. b. Paducah, Ky., 1922. 100 x 22 x 6.7. Operated by Arrow Transportation Company, Paducah. Was sold to Pittsburgh about 1941 but never did much work, laid around, and finally dismantled.

T-102 BURNIDINA KING Stw single deck towboat. wh. b. Parkersburg, W. Va., 1896. 99.7 x 16.6 x 3. Towed transfer barges for the B. & O. Railroad in mouth of the Little Kanawha River at Parkersburg for many years.

T-103 C. BRUSSO Stw pb wh b. Muscatine, Iowa, 1903. 82 x 20 x 3.6. Originally named H. W. B. Reg. Des Moines, Iowa, 1915. Later became the towboat LONE DEER owned many years by Builders Sand & Gravel Co., Davenport, Iowa. Machinery built in Wheeling, an odd design with one lever.

T-104 C. A. CULBERTSON Stw tb wh b. Jeffersonville, Ind., 1908. 105.7 x 28.5 x 5. Originally owned by U. S. Engineer Dept. and sold to Woods Bros. Construction Co., Missouri River. They renamed her COLONEL WOODS, finally abandoned in 1938. This picture taken when Woods Bros. owned her, and she has a derrick on the bow for handling contracting equipment, etc.

T-105 C. B. REESE Stw snagboat, sh. b. Carondelet, Mo., 1879. 195.9 x 36 x 5.4. Ran sixty years as a snagboat for the U. S., and Capt. Alex Ramsey was her master for a great while. Sold to the

Globe Oil & Refining Co., 1942. This firm used the original hull and built a new towboat on it, using machinery from the towboat STEEL CITY (see), and in 1943 brought out the I. A. O'SHAUGHNESSY, which since has been renamed WOOD RIVER, now owned by Wood River Oil Barge Co., and in operation, 1947.

T-106 C. C. SLIDER Stw pb sh b. Midland, Pa. by Midland Bargo Co., 1928. 145 x 32 x 5.5. Engines 14's, 28's- 7 ft. stroke, non-condensing. Four wr. boilers, 578 hp. Owned by E. T. Slider Co., Louisville, Ky. and in operation, 1947.

C. C. WEBBER Stw tb sh b. Dubuque, Iowa, by Dubuque Boat and Boiler Co., 1927. Condensing engines, 15's, 30's- 6½ ft. stroke. 600 hp. Water tube boilers, oil burners. Owned by Inland Waterways Corp. and in operation, 1947. T-107

C. J. CAFFREY Stw rafter, wh. b. Louisville, Ky., 1861. 131 x 26 x 4.5. Originally a side-wheel snagboat in U.S. service and bought in 1874 by Weyerhaeuser & Donkman and rebuilt at Rock Island, Ill. Launched as a sternwheel rafter in 1875 in charge of Capt. O. P. McMann of Clinton, Iowa. Was in operation in 1892, and dismantled finally at Rock Island, Ill. T-108

T-109 C. M. PATE Stw pb wh b. Marietta, Ohio, 1905. 111.6 x 22.4 x 4. Engines 15's- 5 ft. stroke. Three wr. boilers. This is said to have been the first towboat owned by the Standard Oil Co. of Louisiana engaged in Mississippi River work, although they had previously chartered the C. J. REYNOLDS. The PATE burned at Gramercy, La., about 1914-15.

T-110 C. S. PEARCY Stw tb wh b. Parkersburg, W. Va., 1910. 132 x 28 x 4.7. Engines 12's, 20's- 6 ft. stroke, non-condensing. Originally named W. R. MARKLE and for several years towed cross ties from Parkersburg to Pittsburgh for Lewis Pope & Sons. In 1916 sold and renamed C. S. PEARCY, and continued towing ties until she burned at Parkersburg on Sept. 14, 1917. John F. Klein bought the wreck and sold it to the Diamond Coal & Coke Co., Pittsburgh, who used the machinery in building the SAM BARNUM then under construction (see).

C. S. WILLIAMS Stw pb sh b. Cincinnati, O., 1913. 157.8 x 31.6 x 4.2. Originally the GUYANDOT of the U. S. Engineer Dept., Cincinnati District, (see). Was sold Dec. 1957 and renamed C. S. WILLIAMS by her new owner, Capt. Jos. Chotin. He sold her to the French Free Government for use on the Congo River during the early days of World War II. She was dismantled, crated, and left Slidell, La. in boxes--in December, 1945, parts of her were distributed between Slidell and the Congo. Also see BESSIE E. MERRILL which had a similar experience. T-111

T-112 C. W. COWLES Stw tb wh b. Madison, Ind., 1881. 128.5 x 26.6. Owned by the Fleming Bros. of McGregor, Iowa, and later bought and operated by Valley Navigation Co., Jos. Buisson, president. Capt. Buisson also commanded the COWLES and ran logs to the Hershey mills at Muscatine, Iowa. Eventually rebuilt at the Kahlko Yard, Rock Island, Ill. and given a new and wider hull, and fitted up by the Deere family of Moline, renamed KALITAN, a pleasure boat, and towed

their houseboat MARKATANA. As late as 1928 she was so engaged. Later the KALITAN was bought by Menke, the showboat man, and towed his showboat after that, and was laid up in Atchafalaya River several years (1942-1944) until bought by the Bisco family of New Orleans in August, 1944, and dismantled. The cabin and hull were kept intact, and sold to Mrs. May Olivia Thomas, a widow, of St. Louis, who lived aboard until the boat sank Sept. 12, 1946.

T-113 C. W. HOWELL Stw snagboat sh b. Carondelet, Mo., 1881 for U. S. Engineer Dept. and served as a snagboat until sold to J. M. Jones Lumber Co., 1935. This firm remodeled the boat, renamed her J. M. JONES and she is towing on the Mississippi 1947. Engines 13's- 4'3" stroke.

T-114 C. W. TALBOT Stw pb sh b. Midland, Pa. by Midland Barge Co., 1920. 151 x 34.7 x 6. Condensing engines 15's, 30's- 7 ft. stroke, 750 hp. Four wr. boilers. Owned by Union Barge Line Co., Pittsburgh, Pa. and in operation 1947.

T-115. CALVIN B. BEACH Stw tb wh b. Pittsburgh, Pa., 1877. 124 x 21 x 4. Originally named COAL BLUFF NO. 2 and towed coal out of Pittsburgh until sold to U. S. Engineer Dept. for use on Missouri River in 1881. They operated her until the 1930s and sold her to Kingston Gravel Co., Illinois River, who renamed her CALVIN B. BEACH, and Capt. Edward Shermerhorn was master as long as they owned her. Cpts. Loyal Wright and Charlie Roberts of Kanawha River bought the boat in the 1930s and towed coal with her, shortly sold her to O. F. Shearer. In late March, 1939, while up-bound at Sand Creek Bend below Ravenswood, W. Va., she caught a projecting tree limb while running the Ohio point, tore down a smokestack, set the boat on fire, and she burned a total loss. The wreck lodged on the West Virginia shore above Pleasant View Light; still there 1947.

T-116 CALVIN VERITY Stw pb sh b. Dubuque, Iowa, by Dubuque Boat & Boiler Co., 1912. 148.1 x 28.5 x 4.2. Engines 12's- 5 ft. stroke, 200 hp. Three wr. boilers. Originally named IROQUOIS, owned by U. S. Engineer Corps, and sold to The American Rolling Mill Co. in 1941 and renamed. In operation 1947.

T-117 CAPELLA Stw tb wh b. Wabasha, Minn., 1922. 126.3 x 24 x 3.9. Originally owned by W. G. Peters, Wabasha, and sold and renamed GILLESPIE, then again sold to U. G. I. Contracting Co., Cape Girardeau, Mo. and renamed PAUL THOMPSON. Officially abandoned in 1934.

T-118 CAPTAIN ALPHIN Stw tb sh b. Nashville, Tenn. by Nashville Bridge Co., 1937. 132 x 30 x 6. Iowa Machine Works built engines, 13's, 24's- 6 ft. stroke, 700 hp. Cabin and superstructure placed by Ayer & Lord Marine Ways, Paducah, Ky. Capt. George E. Roper built this boat for New Orleans and Ouachita River service. Now owned by River Terminals Co., Harvey, La.

T-119 CAPT. BREAU Stw tb wh b. Lockport, La., 1931. 106.3 x 24 x 3.6. Owned by A. P. Breau of Lockport.

T-120 CAPTAIN CHAS. D. HARRIS Stw tb sh b. Hays, Pa., 1920. 116 x 29 x 5.6. Built at John Eichleay Jr. Co. marine ways for the U. S. Engineer Dept., St. Louis. Dismantled at Memphis and her engines went

T-121 CAPTAIN STURT Stw pb wh A picture of this towboat wandered into our collection although we have scant details concerning her. She had engines supplied by Charles Barnes Co., Cincinnati, and presumably was built at Cincinnati for Mexican or South American interests about 1905-12.

T-122 CARBON Stw pb wh b. Elizabeth, Pa., 1902 for the Combine. 117 x 23 x 4.5. Towed coal for the Combine until sold to La Belle Iron Works of Steubenville, Ohio, March, 1920. When this firm merged into the Wheeling Steel Corporation the CARBON was included in the deal, and continued to tow coal until dismantled at Steubenville in the winter of 1944-45.

T-123 CASTALIA Stw pb wh b. Sioux City, Iowa, 1892. 110 x 22.6 x 5.7. Originally a contractor's towboat on Missouri River, owned 1897 by B. S. Holmes and others of Sioux City. November 7, 1897 she sank on some hidden piling below the Sioux City bridge, was raised. In 1902 was ferrying at South Omaha, owned by Myron H. Sherman and Capt. R. A. Talbot. Later she came to the Ohio River and was owned by Hartweg Brothers of Cincinnati in 1914. The Carrollton (Ky.) Coal Co. had her, 1918, and sold her to McClain Sand Co. of Point Marion, Pa. on Monongahela River in December that year. In January, 1920 sold to Woods Bros. Construction Co., Lincoln, Neb. and returned to Missouri River, was rebuilt and renamed EUGENIA WOODS and so continued in business until about 1939-40. See her listed under latter name.

T-124 CATHARINE DAVIS Stw pb wh b. Marietta, Ohio, 1896. 135.6 x 26.5 x 4. Built for Capt. Steve Davis of Marietta who did job towing and ran occasional excursions on Muskingum River. Sold to Island Creek Coal Co., Huntington, W. Va. and towed coal to Cincinnati for them until dismantled in 1928. Engines 10's, 17½'s- 6 ft. stroke, made by Marietta Mfg. Co.

T-125 CATHARINE DAVIS Stw pb sh b. Jeffersonville, Ind. by Howard Ship Yard and Dock Co., 1928. 133.3 x 26.6 x 5. Machinery from former boat, see listing above. Three wr. boilers, 345 hp. Owned by Island Creek Fuel & Transportation Co. and in operation 1947.

T-126 CAYUGA Stw pb sh b. Cincinnati, O. by Charles Barnes Co., 1916. Condensing engines 15's- 6 ft. stroke. Built for U. S. Engineer Dept., Cincinnati District, and long commanded by Capt. Anthony "Tony" Meldahl of Chillicothe, Ohio. Under his command this boat conveyed President Warren G. Harding to Pt. Pleasant, O. during the centennial celebration at the birthplace of Gen. U. S. Grant. When Tony died (Jan. 26, 1923) after an illness in a Cincinnati hospital, the CAYUGA carried his body up to Neville, O. for burial. This towboat originally had one smokestack, later had two. She is owned by Louisville District U.S.E. and in operation 1947.

T-127 CHAMPION S/V Raft r, single deck. b. Read's Landing, Minn., 1867. 21.84 tons. A good picture of an early side-wheel raft boat, taken 1870. This boat was still in operation, 1876.

T-128 CHAMPION COAL Stw tb sh b. Neville Island, Pa. by Dravo Corporation and completed at Elizabeth, Pa. marine ways, 1935. 145.9 x 34 x 6.1. Condensing engines 15's, 30's- 7 ft. stroke. F-7 boilers, 800 hp. Owned by Pittsburgh Coal Co. and in operation 1947.



T-129 CHARLES BROWN Stw tb wh b. Pittsburgh, Pa., 1872. 200 x 33 x 6. Engines 22's- 8 ft. stroke. Five wr. boilers. Built by W. H. Brown & Sons, coal operators of Pittsburgh and towed to New Orleans. This boat had one of the first steam steering rigs installed on an inland steamboat. A small pilotwheel was mounted back of the big one, about 30 inches diameter, controlling a steam winch engine under the pilothouse. It is said the operation was attended with much noise and clatter. This coal pusher came near burning twice at least: on one occasion, July, 1901, at Brown's Coal Elevator, Cincinnati, and again, March, 1906, at Lysle's Landing, Pittsburgh. Capt. William B. Dravo, 50, slipped from the fantail one icy day and died of injuries sustained. She had many captains in her time, including Dravo, Taylor, Baker, Gould, McDavid, Woodward. Was cut down by ice at Cincinnati in the winter of 1917-1918

T-130 CHARLES F. RICHARDSON Stw tb sh b. Hays, Pa. by John Eichleay, Jr. Co., 1921. 207 x 45 x 6.5. Engines 20½'s, 45's- 9 ft. stroke. Six rf. boilers. Operated and built for West Kentucky Coal Co. and long commanded by Capt. Henry Nye, veteran pilot who had served 14 years on the SPRAGUE (see). One of the last jobs of this big pusher was a trip to St. Paul with oil products, in charge of Capt. Fred McCandless, in August and September, 1941. She was sold to the Mississippi Valley Barge Line in April, 1942, taken to Cincinnati where she died of senile debility over a period of several years, finally dismantled 1946. Her immense 11 foot pilotwheel was shipped to Marietta, Ohio, and today may be seen in the Gun Room of the Hotel Lafayette.

T-131 CHARLES F. RICHARDSON building. --Same boat as above, and we have a series of six pictures of this boat at various stages of construction taken by William S. Pollock.

T-132 CHARLES H. WEST Stw snagboat, sh. b. Nashville, Tenn. by Nashville Bridge Co., 1934. 195 x 38 x 7.6. Compound engines, 14's, 28's- 6 ft. stroke, by Iowa Machine Works. F-7 boilers, 550 hp. Named for Charles H. West of Greenville, Miss., long a member of the Mississippi River Commission (died 1933). Owned by U. S. Engineer Dept., Vicksburg, and in active operation 1947.

T-133 CHARLES R. HOOK Stw tb sh b. Charleston, W. Va. by Ward Engineering Works, 1922. 133.9 x 32 x 5. Engines 18's- 7 ft. stroke. Four wf. boilers, 700 hp. Originally named DESTREHAN (see) and sold to The American Rolling Mill Co., in May, 1941, given present name. In operation 1947.

T-134 CHARLES R. WILSON Stw pb wh --Originally towboat BERTHA, which see for details of build. Bought by Wilson Sand & Supply Co., Huntington, W. Va. and given name CHARLES R. WILSON. Sank at Ashland, Ky. in the spring of 1931 and was lost.

T-135 CHARLES T. CAMPBELL Stw pb sh b. Neville Island, Pa. by Dravo Corporation, 1936. 171.5 x 34.6 x 7.2. Engines 16's, 32's- 8 ft. stroke. Five wr. boilers, 1200 hp. Built for Campbell Transportation Co. and named for the leading man in the organization, Capt. Charles T. Campbell. Now operated by Mississippi Valley Barge Line Co. For other information concerning Capt. Campbell see OLD RELIABLE, RELIANCE.

T-136 CHARLES ZUBIK Stw pb sh --Originally named PENNOVA which see for details of build. PENNOVA was sold by U. S. Engineer Dept., Pittsburgh to Charles Zubik, 1939, renamed. After two years of general towing, Zubik sold the boat to McGrady-Rodgers Co., Pittsburgh, and they again renamed her MAC-ROD, see.

T-137 CHARLEY HOOK Stw pb wh b. Marietta, Ohio, 1892. 118 x 22.5 x 3.6. Engines 13's- 5 ft. stroke by Marietta Mfg. Co. Owned by Capt. Charley Hook who also built towboat I. N. HOOK, see. CHARLEY HOOK was sold to Rodgers' Sand Co., Pittsburgh and renamed ALICE. On August 30, 1913 she exploded her boilers immediately above old Lock Two, Ohio River, killing eight of the crew, injuring two others. Capt. Tom Flaherty, pilot Harry Donaldson, engineer Bob Davis and mate Harry May were among those who lost their lives. Parts of the boilers were flung over Neville Island.

T-138 CHARLEY JUTTE Stw pb wh b. Jeffersonville, Ind., 1904. 150 x 27 x 4. Engines 17's- 7 ft. stroke from ~~1000~~ packet CHICKASAW b. 1833. Four wr. boilers. While new, in December, 1904, this boat sank in ice at Cable's Eddy, Ohio River, came near being lost. Owned originally by the Jutte Coal Co. of Pittsburgh, but shortly sold to Crucible Steel Co. and renamed CRUCIBLE (see) and continued in operation until November, 1945.

T-139 CHARLEY McDONALD Stw tb wh b. Pittsburgh, Pa., 1871. 147 x 30 x 4.5. Engines 18's- 7 ft. stroke. Four wr. boilers. Long owned and operated in coal trade from Pittsburgh, J. S. McDonald, owner, Capt. George D. Laughlin, master. Sold to the Barrett Line, Cincinnati, and under their ownership was cut down by ice at Stephensport, Ky., sinking up to her roof, in February, 1899.

T-140 CHARLIE CLARKE Stw pb wh b. Pittsburgh, Pa., 1882. 131 x 23.6 x 4.3. Originally owned by W. H. Brown & Sons who built her to replace the towboat TIGER which had been wrecked. In 1896 owned by C. Jutte & Co. of Pittsburgh, who also operated the S. L. WOOD, JOS. B. WILLIAMS, RAYMOND HORNER (all see). Went in the Combine, 1900, and continued to tow coal. The Crucible Steel Co. bought her in January, 1917, renamed her ATHA (see) and in 1933 again renamed her RESISTAL (also see).

T-141 CHARLOTTE BOECKELER Stw Rafter wh b. New Albany, Ind., 1881. 140 x 29.4 x 4.1. Had engines with 7 ft. stroke, and only one other rafter over had such large size, the F. WEYERHAUSER, see. Owned by Schulenburg and Boeckeler Co. and Capt. Robert Dodds was general manager. In 1899 was sold to Capt. John McCaffrey. About 1902 was sold to Cairo, Ill., and after 1903 her name was J. H. FREIND, later owned by Barrett Line of Cincinnati and again renamed MAMIE BARRETT.

T-142 CHICKAMAUGA Stw tb sh b. Muscle Shoals, Ala., 1915. 115 x 22'5" x 3. Owned by U. S. Engineer Dept. While engaged at Dam No. 34, Ohio River, she sank across a guide wall, head going down and stern coming up to almost vertical position, and this picture so shows--taken about 1920-21. Was raised, and later converted to towboat ED J. HOWARD (see).

T-143 CHICKIE Stw pb wh --Originally TITAN (first of name) which see for details of build. Operated named CHICKIE 1930-1941, owned by Capt. A. C. Lyons who also owned DONALD BIRMINGHAM (see). Sank in the Allegheny River at Pittsburgh, January 10, 1941, lost.

T-144 CHISCA Stw tb wh-sh b. Jeffersonville, Ind., 1897. 139 x 34 x 6. Engines 17½'s- 7 ft. stroke, 380 hp. Five wr. boilers. Originally had a wood hull which was removed and a new steel hull placed at Memphis in 1923. This steel hull was built by Dubuque Boat & Boiler Co. This boat got aground on Commerce Bar, near Peters Ldg., Ark., 40 miles below Memphis on March 14, 1937 on a falling river and was high and dry two weeks later. Floated on May 5, 1937: out 61 days. Owned by U. S. Engineer Dept., Memphis.

T-145 CHOCTAW Stw tb sh b. Dubuque, Iowa, 1899. 204'4" x 36 x 5'6". This fine big towboat was operated by the U. S. Engineers on the Mississippi River. Capt. Grant Marsh of Missouri River fame was her master in 1904, and for several years thereafter. Eventually dismantled at Memphis, 1932.

T-146 CITY OF HELENA Stw pb wh b. Helena, Ark., 1931. 110 x 28 x 3.5. Owned by C. M. Johnston & Sons Sand & Gravel Co., Helena. Burned at the Big Four Incline, Cairo, Ill., September 6, 1937, while operating under charter to Campbell Transportation Co.

T-147 CITY OF PITTSBURGH Stw pb sh b. Ambridge, Pa. and completed at Coal Valley, Pa. marine ways, 1925. 171.1 x 38.1 x 6.4. Engines 18's- 36's- 8.6 ft. stroke. Five wr. boilers. Sold while practically new to Standard Oil Co. of La. and renamed D. R. WELLS (see).

T-148 CITY OF PITTSBURGH Stw pb sh b. Ambridge, Pa. and completed at Coal Valley, Pa. marine ways, 1926. 168.8 x 38.9 x 6.5. Built for Carnegie Steel Co. and later acquired by Ohio Barge Line, towing steel products for Carnegie-Illinois Steel Corporation. Engines 18's, 36's- 8.6 ft. stroke. Five wr. boilers. Made five trips to Nashville, Tenn. with oil products in 1935, perhaps largest towboat ever there. In operation 1947.

T-149 CLAIRMONT Stw pb wh b. Pt. Pleasant, W. Va. 1913 as the packet HELEN E. Benj. D. Raikes of Franklin Furnace, O. bought the HELEN E. and converted her into a towboat, renamed her CLAIRMONT, this about 1933. Then Billy Bryant swapped him the VALLEY BELLE and the CLAIRMONT towed Bryant's showboat for a while, this about 1940. Bryant sold her to Paul F. Thomas of Proctorville, O., about 1940-41 and she was rebuilt into a ferryboat called ROSEMARY which, in the fall of 1944, was renamed O'NEILL and today operates at Augusta, Ky.

T-150 CLAIRTON Stw pb sh b. Ambridge, Pa. by American Bridge Co. and completed at Coal Valley, Pa. marine ways, 1919. 147.5 x 33.4 x 5.2. Engines 15's, 30's- 7 ft. stroke. Four wr. boilers. Owned by Carnegie-Illinois Steel Corp. and in operation 1947.

T-151 CLAIRTON sunk. --Same as listed above, while over on her side after a collision with the tow of the towboat ALLEGHENY near Donora, Pa., Feb. 6, 1941. Was righted and returned to service.

T-152 CLERIMOND Stw pb wh b. Wabasha, Minn., 1901. 124 x 28.2 x 3.9. Originally named GAZELLE, a rafter, and was brought to Wheeling bearing that name in June, 1904. Did transfer work for the B. & O. Railroad until a man named Mendel bought the boat, renamed it CLERIMOND for his daughter (now Mrs. Spears of Wheeling). Later sold to Capt. Steve Green of New Albany, Ind. who towed for Kosmosdale Portland Cement Co. with her (1915) and in 1922 rebuilt the boat at Madison, Ind., renamed her KOSMOSDALE, which see for further particulars. Also see MARGARET HALL.

G-153 CLIFTON Stw pb wh b. Pittsburgh, Pa., 1883. 133 x 27.8 x 4.1  
Was rebuilt into the towboat M. D. WAYMAN in 1891 (which see) and finally  
became the towboat BOYD C. TAYLOR.

T-154 CLIMAX Stw tb wh b. Lockport, La., 1910. 95 x 19.6 x 4.3.  
Owned by the Barker Barge Line, operated in a barge service between New  
Orleans and Bayou LaFourche, and elsewhere. In a severe storm at New  
Orleans, July 24, 1924, she capsized drowning three of the crew.

T-155 CLIO Stw pb wh b. Crescent, La., 1908. 115 x 21 x 4.4.  
Originally named H. C. WHITEMAN. As the CLIO was operated on Warrior River  
by Capt. J. E. Baker, along with the NUGENT (see) and the gas boat JAMES R.  
Later was sold to Arkansas River and became the BOB WHITE owned by the Breece  
White Mfg. Co. of Arkansas City, Ark. Engines 10's, 20's- 6 ft. stroke.  
Two boilers.

T-156 CLYDE Stw rafter, ih b. Dubuque, Iowa by Iowa Iron Works, 1870.  
Owned by Ingram and Kennedy. First iron hull rafter on the upper Mississippi  
River. Hugh Douglas became part owner and master in 1872. She was a good  
pusher and quite fast when running light but very hard to steer. She ran  
lumber from the Chippewa to Hannibal and St. Louis until 1888...see next  
listing.

T-157 CLYDE Stw rafter, ih. --Same as above. In 1888, Turner and  
Hollinshead bought the side-wheeler, changed her to sternwheel, gave her  
new engines and cabin. She was very narrow and once capsized. New di-  
mensions were 125 x 19 x 4. There were but three side-wheelers built for  
raft work and this CLYDE was one of them; the others were the MINNIE MILL  
and JULIA HADLEY. Capt. J. M. Turner and Capt. A. F. Hollinshead ran logs  
and lumber for the Empire Company and the Standard Lumber Co. from 1888 to  
1895. The CLYDE was then sold to Capt. Frank Fugina of Winona, and char-  
tered to the U. S. Engineers. The Arrow Transportation Co. bought her for  
Tennessee River work--she made a trip to Pittsburgh on November 12, 1919  
and took a tow of now Allegheny River barges south. Later Col. L. E. Willson  
of the Tennessee Valley Sand & Gravel Co. owned the vessel, cut her down  
single deck, and she operated until October, 1941, and was afterward dis-  
mantled. Hull continues afloat 1947.

T-158 CLYDE Stw pb wh b. Brownsville, Pa., 1903. 135 x 24 x 5.  
Owned and operated by the Clyde Coal Co., Pittsburgh, for many years in local  
trade around Pittsburgh. Eventually sold to Capt. Rush Burnside of Ft.  
Pleasant, W. Va. and he had owned her but a short time when she burned there  
in 1930.

T-159 COAL BLUFF Stw tb wh b. Pittsburgh, Pa., 1871. 136 x 24 x 4.4.  
Engines 16's- 5 1/2 ft. stroke. Three wr. boilers. Originally named ABE  
McDONALD, owned by Capt. Marsh McDonald and others of Pittsburgh, and while  
bearing that name was sold to Kanawha River. Under command of Capt. John F.  
Rust was taken to Kanawha Falls on April 7, 1886, probably the last steam  
towboat to go there. In a rebuilding program was renamed COAL BLUFF and  
continued to tow Kanawha River coal until dismantled in 1901, at which time  
her machinery was transferred to the new towboat VAL P. COLLINS, see.

T-160 COAL CITY Stw tb wh b. Brownsville, Pa., 1864. 170 x 32.4 x  
4.9. Engines 24's- 8 ft. stroke, five wr. boilers. Built for the Walton  
coal interests at Pittsburgh (see JOS. WALTON, NELLIE WALTON) and always was  
regarded as a good shover and handler. Went in the Combine, 1900, and con-

tinued to tow coal until she was retired in 1912, then the oldest towboat on the Ohio River in active service. Scrapped and burned at mouth of Falling Timber Run, Monongahela River, May 20, 1915. In January, 1901, this boat took a tow of 32 loaded coalboats and 8 barges of steel from Cincinnati to Louisville, measuring 1,025 feet in length and 192 feet wide, a record over that section of the Ohio River. She sank at Vanceburg, Ky., December, 1903, was raised.

T-161 COAL VALLEY Stw tb wh b. Brownsville, Pa., 1864. 152 x 28.9 x 6. Owned by William Stone, a coal operator at Coal Valley, Pa. where Carengio-Illinois marine ways now are located on Monongahel River. This big vessel, along with the ARAB, GEORGE W. STONE, WILLIAM STONE and others towed coal south for the Stone interests. The COAL VALLEY was running in 1892, and your scribe has been told she eventually burned along with the towboat ANNIE ROBERTS at Pittsburgh.

T-162 COLLIER Stw pb wh b. Dravosburg, Pa., 1914. 159 x 27 x 4. Engines 10's, 17 1/2's - 5 ft. stroke from packet EDGAR CHERRY. Three rf. boilers. Originally owned by W. Harry Brown Coal & Coke Co., Pittsburgh. Sold to Pittsburgh Steel Co. who called her WM. C. SUTHERLAND. Hillman Transportation Co. renamed her JOE CARTER in 1939. Still afloat but not in service, 1947.

T-163 COL. G. L. GILLESPIE Stw pb wh b. Jeffersonville, Ind. by Howard Ship Yard and Dock Co., 1897. 110 x 24 x 3. U. S. Engineer Dept. built her; and prior to 1908 renamed her SHAWNEE, which see for further details.

T-164 COMMANDER Stw tb wh b. Dubuque, Iowa, 1906. 140 x 32 x 4.2. Originally named NORTH STAR (see) and renamed EUGENIA TULLY when bought by Anderson-Tully Co. of Vicksburg, Miss. Capt. James Ostrander bought the TULLY in 1928 and did general towing with her, took her to Missouri River and there renamed her COMMANDER. She sank at Booneville, Mo., April 3, 1929, total loss. The Valley Camp Coal Co. of Moundsville, W. Va. had the TULLY towing on the Ohio River before Ostrander bought her.

T-165 CONCRETE Stw gas boat, concrete hull. b. on Monongahela wharf, Pittsburgh, Pa., just above the Tabash Bridge and about at the foot of Ferry Street, 1918. Only concrete hull river boat. The hull "set" in forms for a great while. Owned by Pihl & Miller, contractors. She was launched on Nov. 1, 1918. On December 12, 1918, near Springdale, Pa. on the Allegheny River, she struck a rock and sank. Thus the experimental period of concrete river boat hulls lasted about one month.

T-166 CONDOR Stw tb wh --Originally the ARTEMUS LAMB, which see for building details. In 1899, during a program of rebuilding, the name was changed to CONDOR, and she towed transfer barges for the Chicago and Eastern Illinois Railroad at Joppa, Ill. About 1910 the engines from the towboat FRITZ were installed, the original machinery being removed. These FRITZ engines were 15's - 5 1/2 ft. stroke, Sweeney made. Three wr. boilers. No mention is made elsewhere of the FRITZ in these pages: she was b. Jeffersonville, Ind., 1894, getting much equipment from the CHARLIE DEPATY, an old Duffy towboat. Capt. B. B. Bradley of Cairo, Ill. ran the FRITZ for some time and she was owned by the Combine in her latter days, and once, at least, made a trip to Pittsburgh. The CONDOR was dismantled at Paducah in 1918 and the JACKSON got her machinery, see. Also see J. J. McVIGGAR.

T-157 CONQUEROR Stw tb wh b. Elizabeth, Pa., 1916-17. 136.6 x 40 x 4.7. Built by Pittsburgh Coal Co. At the time of her construction, her owners planned building a number of new boats and they were to be the "alphabet fleet" with names commencing A, B, C, and so on. Only three were actually built and so named; the ACTIVE, BELCON, and CONQUEROR (first two listed herein). Wheeling Steel Corporation bought the CONQUEROR and towed with her between Portsmouth and Steubenville, and while so engaged she was caught in a windstorm, spring of 1927, wrecked at the Sciotoville bridge. The wreck was raised, sold to Capt. Birch McBride, and rebuilt into the towboat G. W. McBRIDE, see.

T-168 CONQUEST Stw tb wh b. Sterling Island, Mo., 1899. 121 x 23.5 x 3.9. Originally named J. M. RICHTMAN, see. Capt. Harvey Neville bought the RICHTMAN and renamed her CONQUEST, of Chester, Ill., and he towed wheat with her, ran excursion parties. Finally sold her to tow showboats, and she was wrecked near Natchez, Miss. in a storm. Capt. Neville also operated the NICK SAUER, BELLE OF CHESTER.

T-169 CONTROL Stw tb wh-sh b. Jeffersonville, Ind. by Howard yard, 1905. 157 x 29 x 4. Originally named SCIMITAR II, built as a private yacht. Sold in 1906 at Paducah to U. S. Engineers, Third District, and renamed CONTROL. In 1921 a new steel hull was built for this boat at the Dravo-marine ways, Neville Island, Pa. Still in operation at Memphis, 1935, but since has disappeared from the lists. U.S.E. sold her at Vicksburg on May 7, 1940 to Capt. George Prince. He resold the boat in February, 1941 to parties in Harvey, La. Since dismantled.

T-170 CONTROL Stw tb wh b. Jeffersonville, Ind., 1904. 118.5 x 27.4 x 4.6. Built from the rafter SAM ATLEE, which see. The Missouri Valley Construction Co. owned this boat for some time, and sold her at Greenville, Miss. to Capt. Ralph Emerson in February, 1920. Emerson towed his showboat with her until the hogchains pulled through the deck on March 16, 1921 and caused the boat to sink. She was shoving the Emerson Showboat at the time and was three miles above Owensboro, Ky. Capt. Emerson then got the steamer W. W.

T-171 CONVOY Stw pb wh b. Jeffersonville, Ind. at Howard yard, 1888. 143 x 28½ x 4. Engines 16½'s--5 ft. stroke from former ferry MUSIC--so say the Howard family, although other authorities claim this MUSIC machinery went to the G. W. THOMAS, see. Three wr. boilers. Owned originally by Capt. Fawcett of Pittsburgh (see BOAZ). On July 20, 1888, she parted a stern line a short distance above Louisville, killed two firemen and five deckhands. The packet CITY OF MADISON was passing and rendered aid. In later years she towed coal from Kanawha River to Cincinnati and Louisville, and for a while had her smokestacks banded with white collars. Sank and upset abreast of the mouth of Mill Creek, Cincinnati, in a windstorm, July 7, 1915. This same storm sank the FULTON, see.

T-172 CONVOY Stw pb wh --Originally the towboat W. T. SMOOT, see for building details. Was renamed CONVOY when bought by Water Transport Co. of Pittsburgh, this about 1920. Later sold to Ohio River Co. and renamed A. C. INGERSOLL, JR., see.

T-173 COP-R-LOY Stw single deck. b. Jeffersonville, Ind. by Howard in 1929. 73 x 20 x 3.7. Steel hull. Engines originally on towboat W. L. SMITH. Used to spot barges at Portsmouth by Wheeling Steel Corporation.

T-176 COSTANZO Stw pb wh --Originally the towboat A. R. BUDD which see for details of construction. Was named COSTANZO while owned by the Costanzo Coal Co., Wheeling, W. Va. This firm had a tipplo immediately below Lock No. 12, Ohio River (still does, 1947) and sold their steamboats when they acquired a diesel prop towboat, the FRANK COSTANZO, b. 1940. See KONGO.

T-177 CREIGHTON Stw pb wh b. Harmar, Ohio, 1877. 132 x 21 x 3.5. Engines 13½'s- 4 ft. stroke. Originally a packet on Maskingum River named MINK NO. 2 and so operated about twenty years. Capt. Thomas Cavett bought the boat, brought it to Allegheny River, renamed it CLARA CAVETT and did job towing, selling her to Pittsburgh Plate Glass Co. which had a large plant at Creighton, Pa., and renamed the boat CREIGHTON. In May, 1929, they sold the boat to the Joyce-Watkins Tie Co., Paducah, Ky., who resold her to West Virginia Sand & Gravel Co. shortly thereafter. From then on she ran on the Kanawha River out of Charleston, W. Va. until dismantled. Her hull and cabin served as a boathouse at Kanawha City for several years.

T-178 CRESCENT Stw tb wh b. Pittsburgh, Pa., 1871. 144 x 28 x 5. Originally named JOSEPH A. STONE (see). Had various owners and towed coal from Pittsburgh principally, until sold to Tampico River, Mexico, about 1914. She and the HELEN WHITE were taken over at the same time. This picture we offer is of the wreck along the shore of the Gulf of Mexico about 7 miles from Tampico....after she had served her usefulness down there she was dismantled, taken out in the Gulf and turned loose: the hull drifted ashore.

T-179 CRESCENT Stw tb wh b. Wabasha, Minn., 1919. 137 x 27.4 x 4.3. The Southern Sand & Gravel Co. of St. Louis owned her in 1925. A few years later she was owned by Central Building Material Co., St. Louis. This firm sold her to Capt. James Ostrander after he had lost the COMMANDER (see) in April, 1929. She was renamed JAS. OSTRANDER and ran several years thereafter, disposition not known to this scribe.

T-180 CRESCENT Stw pb sh b. Neville Island, Pa. by Dravo Corporation, 1937. 141.9 x 32.1 x 6.7. Engines 14's, 28's- 7 ft. stroke by Rees. Four wr. boilers. Owned by Pittsburgh Coal Co. and in operation 1947. Whistle from the wood-hull CRUISER, see.

T-181 CROWN HILL Stw pb wh b. Middleport, Ohio, 1882. 127 x 19.5 x 4. Originally named RUSH. Rebuilt 1906 at Jeffersonville, Ind. Owned many years by Crane Lumber Co., Cincinnati and towed logs from Big Sandy River. J. W. Menke got the boat about 1921 to tow his showboat. In 1932-33, she was rebuilt by Capt. Birch McBride of Louisville, who took off the original machinery and placed engines from the former packet KENTUCKY which had operated between Louisville and Cincinnati. He changed the name to KENOVA. In late 1942 she was temporarily renamed BERT B. BEVERIDGE, operated by Commercial Barge Line but by February, 1943, she was the KENOVA again. Owned now by Kosmos Towing Co., Louisville, Ky.

T-182 CRUCIBLE Stw pb wh b. Jeffersonville, Ind., 1904. 150 x 27 x 4. Originally towboat CHARLEY JUTTE, which see. Was entirely rebuilt at Crucible, Pa., 1928. Was retired from active service in November, 1945, having served her owners, the Crucible Steel Co. some thirty-five years. Her whistle went to the W. P. SNYDER, JR., see.

T-183 CRUISER Stw pb ih b. Pittsburgh, Pa., 1890. 152 x 30 x 5. One of the early iron hull towboats to operate out of Pittsburgh, built by Brown's Line, coal operators of Pittsburgh. Machinery from former towboat JOHN PENNY, 18's- 7 ft. stroke. Capt. Low Blair came out master of her and remained until the SAM BROWN came out 1894. Went in the Combine and continued to tow coal until sold to Mexico. She left Pittsburgh on April 1, 1920 and went to Panuco River, where she burned in 1922.

T-184 CRUISER Stw pb wh b. Elizabeth, Pa., 1923. 136 x 28.6 x 4.8. Much equipment from former towboat ROVER (see) went on her. Capt. Orvis Bowen commanded this one near as long as she ran. Sank at Phillis Island, Ohio River, Jan. 1, 1935, raised. Dismantled about 1937 when the new towboat CRESCENT (see) was built to replace her. Owned by the Pittsburgh Coal Co., Pittsburgh, Pa.

T-185 CRUSADER Stw pb wh b. Elizabeth, Pa., 1904. 117 x 23 x 4.1. Engines 13's- 5 ft. stroke from former towboat LITTLE DICK b. 1881. The CRUSADER had patent boilers-- a number of small ones built in two tiers. Owned by the Combine and used many years as harborboat at Cincinnati. She hit an ice pier at Coal Haven, above Dayton, Ky., March 16, 1917 and was lost. Her skipper then was James Stewart.

T-186 CYPRESS Stw tb wh b. St. Martinsville, La., 1916. Originally named F. HILDA BURDIN. Rebuilt in 1925. Owned by Baker Towboat Co., Tuscaloosa, Ala. and operated on Warrior-Tombigbee system. Still afloat in 1947.

T-187 CYCLONE Stw Rafter, wh b. Stillwater, Minn., 1891. 121 x 22.6 x 4. Regularly a packet but originally a rafter. Finally burned on Abasha marine ways, December 2, 1907.

T-188 D. A. NISBET Stw tb wh b. Evansville, Ind., 1889-90. 106.8 x 20.9 x 3.7. Capt. Sam Hornbrook owned her when new, having built her from wreck of the towboat KANGAROO which had capsized in Green River at Spottsville, Ky. at night while the crew was asleep, drowning the captain and the cook. This event happened on March 15, 1889---the KANGAROO was an old Pittsburgh towboat b. 1865, with 12's- 4 ft. stroke engines, which she got second-hand, her builder, David Clark, having dug them out of a sand bank along a river shore. Capt. George Ingram owned her when she was lost. The D. A. NISBET was bought by the Richland Coal Co., Wheeling, in March, 1918. Later she was sold to the Koch Sand & Gravel Co., Evansville, Ind.

T-189 D. R. WELLS Stw pb sh b. Ambridge, Pa., 1926 and originally named CITY OF PITTSBURGH, which see for building details. In operation 1947 owned by Standard Oil Co. of N. J., Louisiana Division, Baton Rouge, La.

T-190 D. T. LANE Stw tb wh b. Pittsburgh, Pa., 1871. 141.3 x 29 x 4.3. Engines 16's- 5½ ft. stroke from former packet INGOMAR which was a Wheeling local 1867, and which had got her engines second-hand from the gunboat GENERAL THOMAS of Tennessee River. David T. Lane owned a summer resort and hotel at Haysville, Pa. and bought the INGOMAR engines and stored them in a barn there for several years until he built the D. T. LANE. He operated the vessel a short time, went in debt, and W. H. Brown, the coal operator, took her off his hands, sold her to Campbell's Creek Coal Co. on Kanawha River. They operated the boat until 1908, docked her at their ways, Dana, W. Va., and built practically a new boat-- which see next listing.



T-191 D. T. LANE Stw tb wh b. Dana, W. Va., 1908. --Same boat as described in prior listing with a new hull and considerable alteration to her upper works. The original machinery was used. Owned by the Campbell's Creek Coal Co., she towed coal from Kanawha River to Cincinnati and was familiarly known as the "Rowdy Dick from Campbell Creek." After the Hatfield-Campbell's Creek Coal Co. was formed the D. T. LANE was retired and sank at Reed, W. Va. in June 1934. She was raised but not again commissioned, finally dismantled in October, 1937. D. T. Lane, Esq., after his adventure building the D. T. LANE, removed to Franklin, Pa. and manufactured sucker rods and oil well supplies. There was a steamboat on Chautauqua Lake named D. T. LANE for this same man which he built about 1908 at Franklin, Pa. and shipped on a flat car to Findlay Lake, where she was sold to a man named Gray who took her to Chautauqua Lake about 1931 and later renamed her MARILEE. The FRANKLIN on Chautauqua Lake was another of D. T. Lane's boats, built at Franklin, Pa. about 1900. Lane died at Franklin, November 6, 1915, aged 89.

T-192 D. W. WISHERD Stw pb sh ....Capt. D. Walter Wisherd bought the towboat DOROTHY McBRIDE (which see for building details) at a U. S. Marshal sale in the fall of 1933, renamed her for himself, chartered her to the Campbell Transportation Co. After several years of this arrangement he sold the boat to Campbell Line and when this firm was absorbed by the Mississippi Valley Barge Line Co. the D. W. WISHERD went along in the deal. They, in turn, sold her to Capt. "Chick" Lucas on October 1, 1945. Since then engaged principally in contract towing on Ohio River above Louisville.

T-193 DAN QUINN Stw tb sh b. Dubuque, Iowa, 1897. 135.3 x 30 x 5. Originally the ferry CHARLES H. ORGLEN which operated at Memphis. In 1918 the Patton-Tully Transportation Co. bought this steel hull vessel and used the hull, etc. in constructing a towboat which, when completed, was named DAN QUINN. They operated her in Mississippi River towing until about 1933 when she was dismantled. Today there is a diesel twin prop towboat of the same name, b. Nashville, Tenn., 1941, also owned by Patton-Tully.

T-194 DAN THAYER Stw Rafter wh b. La Crosse, Wis., 1884. 145.5 x 26 x 4.3. An ornamental rafter with the lines of a yacht which served the rafting industry on the upper Mississippi many years. In a rebuilding program at La Crosse, 1896, she was renamed JOHN H. DOUGLASS, then owned by Capt. George H. Winans of Waukesha, Wis. In 1900 was again renamed, and became the second SATURN. See listings for these boats.

T-195 DANIEL BOONE Stw pb wh-sh b. Gasconade, Mo., 1913. 117.6 x 22 x 4. Owned by U. S. Engineers, Missouri River. Originally had a wood hull but later had one made of steel. Tacked at Missouri City, Mo. in ice about 1924.

T-196 DANIEL BOONE Stw pb sh b. Gasconade, Mo., 1925. 128.1 x 26 x 4. U. S. Engineer Dept. of Omaha, Neb. operated her until the spring of 1940 and sold her in June that year to Waterways Transportation, Inc. of St. Louis. In early 1943 she had been dismantled and the hull was sold to Phillips Petroleum Co. for a landing barge at their tank farm below East St. Louis, Ill. Boilers and engines were for sale in July, 1943.

T-197 DARLING Stw pb wh b. Parkersburg, W. Va., 1899. 102 x 22.3. Engines 14's- 5 ft. stroke. Two wr. boilers. Owned by Lewis Pope & Sons, and towed railroad cross ties from Little Kanawha River to Pittsburgh. Capt.

Ab Dunbarger was on her many years. See ADELLE, W. R. MARKLE for other boats engaged in this same trade. The Rosebud Fuel Co. of Fairmont, W. Va. had her in 1914, towing from 15th pool, Monongahela River, to American Tin Plate Co., McKeesport. Capts. John L. Howder and Charles T. Campbell had her in 1916, sold her to Whitman Bros., New Orleans, and from there she went to Warrior River, operated by Baker Towboat Co. Eventually sank and dismantled at Tuscaloosa, Ala. after 1920.

T-198 DARLING --Same towboat described above, a picture of her on the Warrior River, Alabama.

T-199 DAVE WOOD Stw pb wh b. Pittsburgh, Pa., 1874. 130.8 x 22 x 4. Originally named JOSEPH WARNE and towed coal in the Pittsburgh area under that name until circa 1890, when renamed DAVE WOOD, owned by John A. Wood & Sons, coal operators. Went in the Combino, 1900, and was eventually retired of old age and scrapped at mouth of Falling Timber Run, Monongahela River, Dec. 19, 1915.

T-200 DAVID BRONSON Stw Rafter wh b. Stillwater, Minn., 1879. 130 x 24 x 4.3. Originally named J. E. STAPLES, rafter. As the DAVID BRONSON continued as a rafter until sold, rebuilt into a packet-excursion boat, renamed HENRIETTA, this about 1890. She then operated out of St. Paul for a season or so, went to Missouri River 1902, then to Cumberland River. Her engines are said to have been placed on the towboat HIBERNIA, see.

T-201 DAUNTLESS Stw pb wh b. Pittsburgh, Pa., 1875. 120 x 21.6 x 4. Owned by James Jones & Sons, Catsburg, Pa. on Monon River. This firm was called John H. Jones Co. later. In the fall of 1899 the DAUNTLESS capsized at the Point in Pittsburgh, was raised and docked at Manchester. She had a bad twist and Jones refused to take her back. The Advance Coal Co. bought the machinery, put it on the ADVANCE hull (see) and hull and upper works were bought by John F. Klein. He installed the machinery from the ELLA LEHMAN on board, brought out the LOOKOUT (see).

T-202 DAUNTLESS Steam prop tug b. Middleport, Ohio, 1897. 52.3 x 9.7 x 4.5. Reg. Pittsburgh, 1915.

T-203 DECATUR Stw tb wh b. 1924, St. Louis, Mo. 122 x 24 x 4½. Compound machinery and water tube boiler. Owned by Western Barge Line Cpn., for operation between Sioux City and Omaha, Neb. on Missouri River. Capt. Thomas P. Craig was president and general manager. Low water contributed largely to the failure of the plan. The boat then did contract towing, and burned Dec. 6, 1929 at Malta Bend, Missouri River.

T-204 DEFENDER Stw tb wh b. Pittsburgh, Pa., 1881. 177 x 41 x 7.3. Engines 24's- 9 ft. stroke. Originally named S. L. WOOD, and bought by C. Jutto & Co., coal operators, rebuilt in the fall of 1896 and renamed DEFENDER in December that year. In June, 1900, she went aground on Possum Bar, Clarington, Ohio, and remained some time (see TORNADO for another one which did a similar stunt). Capt. Wm. Crow was her master, 1901. On the bitter cold night of January 3, 1905, she exploded her boilers at Huntington, W. Va. with at least eight of the crew killed and others injured. Capt. J. A. Woodward was in command and she was upbound with empties at the time. See next listing.

T-205 DEFENDER wreck. --Same boat described above, after the explosion

at Huntington, W. Va. The roof bell was salvaged from the wreck and presented to a church at Bradrick, Ohio, opposite the 26th St. landing at Huntington, and since has been known as Defender Chapel. The church and bell are still in business, 1947.

T-206 DESTREHAN Stw tb sh b. Charleston, W. Va., 1922 by Ward Engineering Co. 133.9 x 32 x 5.4. Engines 18's- 7 ft. stroke, condensing, 700 hp. Four return flue boilers. Built for Pan American Petroleum Co. who sold her in May, 1941, to The American Rolling Mill Co., and they renamed her CHARLES R. HOOK, see.

T-207 DEXTER Stw Rafter, wh. b. Osceola, Wis., 1867. 130 x 35.7 x 3.5. This was an old vessel when McDonald Bros. added her to their fleet in 1874 with Capt. Peter O'Rourke in charge. She was dismantled at La Crosse in 1887. McDonald Bros. did not equip their boats for passengers as did most of the other raft firms.

T-208 DICK FULTON Stw tb wh b. Brownsville, Pa., 1878. 170 x 32 x 6.5. Owned originally by O'Neill & Co., coal operators. Engines 22's- 7 ft. stroke. Five wr. boilers. This machinery probably was handed down from the prior DICK FULTON, b. 1867 and owned by Riddle, Coloman & Co., Pittsburgh. Capt. Frederick G. Dippold of Sowickley, Pa. was long master of this boat. Towed coal from Pittsburgh until dismantled in the summer of 1903. In December, 1905, the pilothouse was removed to Capt. Dippold's home, overlooking the Ohio River, and so remained as a summer house. As these lines are being typed, September, 1946, a phone call has just come to the author from Miss Mary Dippold, daughter of Captain Fred, to say some vandals destroyed this old pilothouse a day or so ago. The fancy-topped jackstaff which served on the DICK FULTON came from the former Memphis packet PHIL ALLIN.

Note: There were four towboats named DICK FULTON, and the one described above was the last, or fourth. The first two were small. No. 1 was built Elizabeth, Pa., 1857, Capt. Phillip R. Hill. No. 2 was b. Pittsburgh, 1860, of 98 tons.

T-209 DICK FULTON cabin --An interior shot of the fancy packet-boat style cabin of the last, or 1878 vessel described above.

T-210 DICK WILLIAMS Stw pb wh b. Evansville, Ind., 1927. 95 x 23 x 4. Owned by Capt. Jeff H. Williams. Machinery from the former packet BAY QUEEN, b. Ironton, O., 1912. Burned at Spottsville, Ky. on December 16, 1932 in the fire which also destroyed the packet SOUTHLAND, the towboats RIVAL, BERNICE and barge JENNIE.

T-211 DOLPHIN NO. 2 Stw tb wh b. Jeffersonville, Ind., 1891. 150 x 30 x 4.5. Owned in St. Louis and operated there until destroyed by a tornado, May 26, 1896.

T-212 DOLPHIN NO. 3 Stw tb wh b. Jeffersonville, Ind., 1897. 155 x 32 x 5. Replaced former boat of the name (see above) and had machinery from former packet CALHOUN, a side-wheeler. Those engines, Ainslee-Cochran built, were converted for sternwheel use by Hegewald of New Albany, Ind. In August of 1905, this boat was sold to Bluff City Towing & Derrick Co., Memphis, and later was owned by Patton-Tully Lumber Co. Sold to the Ohio River in 1917 and renamed HARRY ANDERSON (see) and later was JULIUS FLEISCHMANN (also see).

T-213 DONALD BIRMINGHAM Stw pb wh b. Lovanna, Ohio, 1913. Originally named MAMIE BARRETT which see for details of build. The Carnegie Steel Co. of Pittsburgh bought the MAMIE BARRETT, altered her, renamed her DUQUESNE (also see) and later, in 1929, sold her to Elsey Transportation Co., Pittsburgh. This concern, headed by Capt. Phil C. Elsey, renamed the boat DONALD BIRMINGHAM to honor a banker of Glenwood, Pa. In 1934 she was sold to MacQuown River Transportation Co. of Pittsburgh and taken to Madison, Ind. for a rebuilding. Funds were lacking and the boat reposed at the top of the Madison marine ways several years. Then Capt. John Lyons of Pittsburgh bought her, renamed her KATIE LYONS which see for further details.

T-214 DONALD T. WRIGHT Stw pb wh b. Paducah, Ky., 1926. 96.6 x 22 x 3.8. Originally named MARY WOODS and owned by Vestal Lumber & Mfg. Co., Memphis. In December, 1936, the MARY WOODS was owned by John F. Klein and he renamed her for the owner-editor of The Waterways Journal, weekly river publication. Sold, 1937, to Diamond Rock Asphalt Co., Bowling Green, Ky. and burned in the summer of 1939.

T-215 DONORA Stw pb sh b. Jeffersonville, Ind., by Howard, 1924. 140 x 32 x 6. Condensing engines, 14's- 28's- 7 ft. stroke, 750 hp. Four wr. boilers. Owned originally by American Steel & Wire Co., Pittsburgh, and operated by them until the firm was absorbed by the Carnegie-Illinois Steel Corporation. In active operation 1947.

T-216 DOROTHY ADGATE Stw pb wh b. Antiquity, Ohio, 1914. 91 x 18.6 x 3.2. Owned by Foundation Co. of New York and used around dams under construction on the Ohio River. While working at Dam No. 19, below Parkersburg, in December, 1914, she turned turtle but was successfully raised. On January 11, 1919 she caught fire and burned at Hazlewood, Pa. on the Monongahela River, and was rebuilt at Neville Island, Pa. where the Foundation Co. had a plant. Later taken to Quincy, Ill. and was used while the bridge was built there. Still registered 1927.

T-217 DOROTHY BARRETT Stw tb wh b. Decatur, Ala. 1902 and originally named AMERICAN, see. In 1919 was rebuilt, renamed PATTON, then was the GEN. JOHN COFFEE of the U.S.E., and sold by them to the Barrett Line of Cincinnati, renamed DOROTHY BARRETT, so registered 1929. Finally became the AMERICAN, see.

T-218 DOROTHY McBRIDE Stw pb sh b. Jeffersonville, Ind., 1930. 145 x 30 x 4.9. Engines 18's- 7 ft. stroke. Four wr. boilers, 600 hp. Originally named LORETTA HOWARD, sold to Capt. Birch McBride of Louisville, renamed DOROTHY McBRIDE and towed coal from Kanawha River to Cincinnati until her owners got in financial difficulties and the boat went to U. S. Marshal sale. Was bought in by Capt. D. W. Wishard and renamed D. W. WISHARD, see.

T-219 DOUGLASS BOARDMAN Stw rafter, wh. b. Eagle Point yard, Dubuque, Iowa, 1881. 120 x 32 x 4. Engines 14's- 6 ft. stroke. The rafter F. C. A. DENKMANN was built same place, same time, an exact duplicate, see. Young & Company built the BOARDMAN and she became the best boat of their fleet, with headquarters at Clinton, Iowa. She became the "family boat" replacing the J. W. MILLS (see) and retained this distinction until the W. J. YOUNG, JR. was built, see. The BOARDMAN was chartered to Jo Long to run Davenport and Clinton packet trade in competition with the VERNE SWAIN in 1896. A fatal stabbing ended the fight in dramatic fashion. The BOARDMAN finally was dismantled and the machinery and part of the upper works went to

building the packet COLUMBIA which sank on the Illinois River with a loss of 60 or 90 lives, July 5, 1918.

T-220 DOUGLAS HALL Stw tb wh b. Cincinnati, Ohio, 1900. 127.5 x 27.2 x 4.3. Much equipment from prior towboat GATE CITY, which see. The T. J. Hall Towing Co. bought the GATE CITY and then constructed the DOUGLAS HALL from her. Burned at Williamson's Landing, Leon, W. Va., on the Kanawha River, September 12, 1914. The hull was raised by diver Ed Moore and taken to Louisville where it was rebuilt into the towboat H. P. FLESHER, which see.

T-221 DUFFY Stw pb sh b. Jeffersonville, Ind. by Howard, 1921. 125 x 25 x 4.6. Engines 14½'s- 4½ ft. stroke from former packet E. G. RAGON b. 1887. Owned by Ohio River Sand Co., Louisville, Ky. and dismantled in 1946.

T-222 DUQUESNE Stw tb wh b. Cincinnati, Ohio, 1887 as the H. M. MOXIE (see). 213.2 x 34.3 s. f. d. Engines 20's- 6 ft. stroke. Six wr. boilers. The MOXIE exploded her boilers at Portland, Ohio, on the Ohio River, April, 8, 1906. The wreck was raised, towed to Pittsburgh, and the DUQUESNE was built from it, owned by the Combine. She towed coal, principally between Louisville and New Orleans, until brought to Pittsburgh in 1915 and scrapped.

T-223 DUQUESNE Stw pb wh --Originally the towboat MAMIE DARRETT b. Lovanna, Ohio, 1913. (see). Then bought by Carnegie Steel Co., 1917, was cut down pool boat style, with pilothouse on forward end of cabin, and towed on Monongahela River as the DUQUESNE. Carnegie sold her to Elsey Transportation Co. which renamed her DONALD BIRMINGHAM (see), and later she was the KATIE LYONS (also see).

T-224 DUQUESNE Stw pb sh b. Ambridge, Pa. by American Bridge Co. and completed at Coal Valley, Pa. marine ways, 1929. 147.7 x 33.4 x 6.1. Engines 15's, 30's- 7 ft. stroke, 800 hp. Four wr. boilers. Owned by Carnegie-Illinois Steel Corporation, in operation 1947.

T-225 DUQUESNE Stw pb wh b. Clarington, Ohio, 1878. 109 x 20 x 3. Originally named WILLIE AUSTIN. The photograph we have was taken of the towboat W. P. BISHOP and, quite accidentally, the DUQUESNE shows on the outside---not much of her, but enough for identification.

T-226 E. RUTLEDGE Stw rafter, wh. b. Rock Island, Ill., 1881. 132.7 x 30.5. Owned 1897 by Rock Island Lumber Co. In 1907 this boat brought a raft to Rock Island 1430 ft. long, 285 ft. wide, somewhat of a record although not the largest (see SATURN, F. C. A. DANKMANN). The smaller H. C. BROCKMAN acted as bow boat for the E. RUTLEDGE for years. After rafting days, the RUTLEDGE was sold and renamed JOHN H. RICH and then was bought by Dr. Charles Mayo of Rochester, Minn. and rebuilt into the pleasure boat ORONOZO (see towboat BEN FRANKLIN).

T-227 E. D. KENNA Stw pb sh b. Charleston, W. Va. by Ward, 1926. 144 x 32.1 x 6.5. Condensing engines, 15's, 30's- 7 ft. stroke. Four wr. boilers. Owned by Ohio River Co., Huntington, W. Va. In 1936 the boat was taken to Dravo marine ways, Neville Island, Pa. and lengthened-- see next listing.

T-228 E. D. KENNA Stw pb sh --Same boat as described in previous listing after lengthening at Dravo marine ways, Neville Island, Pa. in 1936. New dimensions were 171.2 x 32.1 x 6.5. In operation 1947 owned by Ohio River Co., Cincinnati, Ohio.

T-229 E. K. DAVISON Stw pb wh b. Pittsburgh, Pa. on Monongahela wharf, 1927. 122 x 24.5 x 4.8. Engines originally from towboat W. C. JUTTE, see. Three wr. boilers. This is the second boat of the name. First E. K. DAVISON was built from the W. C. JUTTE, later KEYSTONE--and under this latter name (which see) she was bought by Davison's and renamed. Davison's built a new wood hull on the Monongahela wharf, intending to place it under this vessel when she sank in Allegheny River. Plans were changed and new upper works, etc. were built on the hull and machinery salvaged from the wreck was used; hence appeared the second E. K. DAVISON, owned by J. K. Davison Bros., Pittsburgh, Pa.

T-230 E. M. DALWIN Stw pb sh b. Kansas City, Mo., 1917. 137'9" x 24' x 5'5". Kansas City U. S. Engineer Dept. Still in operation 1935.

T-231 E. M. NORTON Stw tb wh b. Middleport, Ohio, 1875. 174 x 30.5 x 6. Ran in the grain trade, St. Louis and New Orleans. Called to "One Eye Norton" because smoke usually came from only one stack. Burned at Belmont Landing, May 2, 1893.

T-232 E. R. ANDREWS Stw tb ih b. Jeffersonville, Ind. by Howard in 1894. Heavy oak bottom and iron sides and framing, making her the first metal hull towboat to call Kanawha River its home. Campbell's Creek Coal Co. built her. 165 x 32.5 x 5.2. In May, 1896, she took 34 empties up Kanawha River, something of a record. Originally had iron pitmans which were removed summer of 1898. Sold to the Barrett Line about 1908-10 and was renamed OSCAR F. BARRETT, which see for other news.

T-233 EAGLE Stw pb wh b. Pittsburgh, 1860. 140 x 24.5 x 4.5. Operated out of Pittsburgh until circa 1898, then towed out of Pomeroy for a year or so and was sold to New Orleans, and was in operation there 1908, but gone from the record by 1912.

T-234 EAGLE Stw tb wh b. Grafton, Ill., 1883. 155.6 x 24.8 x 4.2. Owned by Eagle Packet Co., St. Louis. Sank at St. Louis opposite the Union stock yards after striking a hidden obstruction, October, 1898.

T-235 EAGLE Stw tb wh b. Jeffersonville, Ind., 1904. 145 x 28 x 4. This was the former packet JULIAN FOYDERS rebuilt. Eagle Packet Co. operated her as a towboat until the spring of 1917 when they sold her to a Mexican firm. In late February, 1917, she was reported hitched to a tug and enroute abroad. Mack Gamble says she foundered off Key West enroute to South America in June-July, 1918.

T-236 ECLIPSE Stw rafter wh. b. Rock Island, Ill., 1881. 124.9 x 24.6 x 4.1. Owned by Lindsay & Phelps and the Cable Lumber Co. of Davenport, Iowa. Capt. E. J. Lancaster long her master. After the lumber business played out Capt. Lancaster made changes to the ECLIPSE and ran her in the Davenport-Clinton packet trade, later between Prairie Du Chien and Dubuque. She then was sold to Capt. Ralph Emerson who brought her to the Ohio River and procured a contract to tow gasoline for Atlantic Refining Co., Pitts-

burgh and while so engaged struck a dike at the foot of Neville Island on the night of December 8, 1917, and burned when a stove overturned.

T-237 ED J. HOWARD Stw pb wh b. Muscle Shoals, Ala., 1915 as the U. S. E. towboat CHICKAMAUGA which see for details of build. Howard Shipyard built this towboat to sell, and she remained around the marine ways quite a while, finally sank there in 1934.

T-238 ED ROBERTS Stw tb wh b. Madison, Ind., 1884. 173 x 32.5 x 5.6. Engines 22's- 7'9" stroke formerly on towboats SAMPSON and SAMPSON NO. 2, old Pittsburgh coal pushers owned by the Brown Line and others. The SAMPSON NO. 2 was dismantled when the ED ROBERTS was constructed at Madison, and her hull and cabin served as a wharfboat at Carrollton, Ky. many years. Capt. T. J. Wood superintended placing a steam steering rig on this boat at Pittsburgh in October, 1894, one of the first to appear on a river boat (see CHARLES BROWN for another). She towed coal all her career, was owned in the Combine after 1900, and finally was scrapped near Elizabeth, Pa. about 1913. Her engines went to the packet PEORIA of the Eagle Packet Co.

T-239 EDGAR THOMSON Stw pb sh b. Ambridge, Pa. by American Bridge Co. and finished at Coal Valley, Pa. marine ways, 1919. 175 x 34 x 4.6. Engines 15's, 30's- 7 ft. stroke, condensing. Four wr. boilers. Completely rebuilt 1945. Owned by Carnegie-Illinois Steel Corp., Pittsburgh.

T-240 EDITH NUGENT Stw tb sh b. Dubuque, Iowa, by Dubuque Boat and Boiler Co., 1915. 141 x 27 x 5. Originally U. S. E. towboat WARHOTO and as such made a trip to Burnside, Ky., head of Cumberland River navigation, in May, 1939--last steamboat to go there. Acquired by Nugent Sard Co., Louisville, Ky.

T-241 EDNA LEE Stw pb wh b. Glasgow, Mo., 1927. 79.9 x 16.7 x 2.6. Owned by A. W. Farney, contractor, of Sioux City, Iowa. Not listed 1935.

T-242 EL CAPITAN Stw tb sh b. St. Louis, Mo., 1903. 109.8 x 26 x 3.5. Built by John Rohan's Sons for Capts. S. B. and C. H. McNeely of Natchez, Miss. Engines 12's- 6½ ft. stroke. In 1929 owned by Wolf River Transportation Co., Memphis. who renamed her JOHN M. WARNER, and still later she was the HIFASEE, and in 1947 is the NORMAN CRAWFORD, see.

T-243 ELINORE Stw tb wh b. Beardstown, Ill., 1902. 126.8 x 23 x 3.8. Originally a towboat on Illinois River and later bought by the Lee Line at Memphis and used in short trades. Turned turtle 20 miles above Memphis in June, 1916, drowned several passengers and her purser. She was in the Memphis-Ashport trade at the time.

ELINOR

T-244 Stw tb sh b. Jeffersonville, Ind. by Howard, 1905. 143.4 x 27 x 4.7. U. S. Engineer Dept., Rock Island, Ill. used the boat many years. Now owned by Greenville Sand & Gravel Co., Greenville, Miss. who renamed her W. W. FISCHER. This is the second boat of that name: first W. W. FISCHER was a twin prop diesel b. 1929, now the KORMORANT.

T-245 ELLEN Stw tb sh b. La Crosse, Wis., 1907. 145.5 x 26 x 4.4. U. S. Engineer Dept., St. Paul, Minn. operated her, then Rock Island U.S.E. Sold 1943 to Ralph M. James, then to Standard Oil of Ohio. In 1944 she was bought by Industrial Marine Service, Memphis, Tenn. and converted to diesel.

T-246 ELLEN R. Stw pb wh b. Paducah, Ky., 1913. 110 x 26.3 x 4.2. Engines 13's- 4 ft. stroke. One wr. boiler. In a later rebuilding program was renamed ELLEN RICHARDSON and so continued, owned by West Kentucky Coal Co., Paducah, Ky. until dismantled spring of 1945 at Paducah.

T-247 ELISHA WOODS Stw pb wh b. Jeffersonville, Ind., 1901, originally U.S.E. towboat VEGA from Muskingum River. (See VEGA for building details). Capt. Elisha Woods of the Barrett Line, Cairo, Ill. bought this boat at public sale, fall of 1918, rebuilt the cabins at Pittsburgh, renamed her, took her south. In Sept. 1920 she was towing Hitner's COTTON BLOSSOM showboat and in February, 1921 was bought by Woods Brothers Construction Co. on Missouri River. She eventually turned over and sank near Atherson, Kansas, Missouri River, drowned two persons.

T-248 ELIZA Stw pb wh b. Jeffersonville, Ind., 1896. 110 x 25 x 3.1. Engines 12's- 4 ft. stroke. Two wr. boilers. Built for the Belmont Coal Co., Bellaire, O. and named for the mother of Capt. Scott Heatherington. When the coal business at Bellaire played out she became a contractor's towboat, owned 1917 by Krantz & McCoy, Pittsburgh, then Richardson, Curtin & Payne, Pittsburgh. In November, 1917 sold at Marshal sale to John F. Klein, broker, who resold her to Capt. Walter S. Hougland, Evansville, Ind. A year or so later she was back in the Pittsburgh area, 1921-1923.

T-249 ELIZA H. Stw single deck wh. b. Harmar, Ohio, 1889. 112 x 22 x 3.4. Built for the Belmont Coal Co., Bellaire, Ohio. Capt. Scott Heatherington was master of this boat when she was new. Later this boat ran as a short trade packet, and was sold in May, 1898, to Capt. William E. Roe who renamed her ELOISE and engaged in packet trades. In 1902 she was sold to the upper Mississippi, later became the WENONA which operated until the 1930's.

T-250 ELIZABETH SMITH Stw pb wh b. Pt. Pleasant, W. Va., 1916. 127 x 23 x 4. Engines 14's- 6 ft. stroke. Three wr. boilers. Built for J. K. Davison Bros., sand dealers of Pittsburgh, replacing the LEE H. BROOKS which had been sold to Nashville. This towboat brought the first tow of coal down the Allegheny River, May 20, 1920. Her machinery came from a former ferry named CITY OF CAIRO. Sank in Allegheny River near Jacks Island, March, 1936, raised. Sold to Arrow Transportation Co., Tennessee River, November, 1943 and lost on Tennessee the following year.

T-251 EMERALD Stw single deck b. Cincinnati, 1899. 77.2 x 12 x 3.3. Ran on Green and Barren rivers for the U.S. Engineers, finally sold and renamed SAILOR BOY. Wound up her days stranded on the wharf at Madison, Ind. about 1919.

T-252 EMERSON Stw tb wh Originally towboat MOLINE, which see for particulars of build. Capt. Ralph Emerson bought the MOLINE, renamed her EMERSON and in 1905 towed his GRAND FLOATING PALACE showboat with her. Finally capsized after striking a heavy wire cable with one end fast on shore and the other to a government fleet out in the river.

T-253 ENQUIRER Stw pb wh b. Catlettsburg, Ky., 1907. 94.5 x 20.7 x 4.4. Engines from the LONI LEOTI b. Pittsburgh 1891. Operated around Cincinnati until sold to the Dardanelle Lumber Co. (Ark) in December, 1915.



T-254 ENTERPRISE Stw pb wh b. Pittsburgh, Pa., 1873. 150 x 27 x 5.5. Owned by Capt. W. W. O'Neil, coal operator of Pittsburgh. Went in the Combine, 1900, and in June, 1902, made her last trip and was dismantled on the Monongahela River.

T-255 ENTERPRISE Stw tb wh b. Elizabeth, Pa., 1903. 160 x 33 x 5.5. Owned by the Combine of Pittsburgh and principally used as a low water towboat on the lower Ohio. Sold to Mexico along with the towboat FALLIE (see) and left Pittsburgh on July 17, 1920 for her far-away destination. She was loaded on a barge and towed across the Gulf of Mexico and arrived safely in Tampico. In the early spring of 1921 the barge, with the ENTERPRISE still on it, sank, and both were lost.

T-256 ETHEL HOWARD Stw single deck b. Lake City, Minn., 1890. 91 x 31 x 4.2. Apparently no relation to the Howard family of Jeffersonville, Ind., and more likely a "bow boat" in the rafting industry.

T-257 EUGENE Stw pb wh b. Brownsville, Pa., 1883. 113.7 x 28 x 3.5. Registered at Evansville, Ind., 1892. Turned over at Mt. Vernon, Ind. in May, 1894. The crew saved themselves by leaping to a barge the boat had in tow.

T-258 EUGENE DANA SMITH Stw pb wh b. Dana, W. Va., 1913. 121.6 x 26.4 x 4. Engines 14's- 6 ft. stroke by Marietta, new. Parts of the former towboat W. B. CALDERWOOD (see) used in construction. Owned by Campbell's Creek Coal Co. and used principally to pool coal out of Kanawha River. Dismantled in 1939 at Reed, W. Va.

T-259 EUGENIA WOODS Stw pb wh --Originally the towboat CASTALIA after renaming by Woods Bros. Construction Co., Missouri River, about 1937. (see)

T-260 EVANSVILLE Stw rafter wh b. Evansville, Ind., 1869. 109.2 x 26 x 3.9. Originally a packet operated on Green and Barron rivers by the Green and Barron River Navigation Co. Sold to the upper Mississippi and about 1881 was in the Davenport-Clinton trade, and became a raftboat circa 1883 owned by Matt Clark Transportation Co., Stillwater, Minn., Capt. Edward Root, master. Capt. Walter Blair bought this boat in 1888. The Matt Clark Tpn. Co. had failed and the EVANSVILLE was sold at Marshal sale to John Robson of the Lansing Lumber Co. for fuel bill. Blair bought her from Robson for the same price he had paid. Started out in the spring of 1889 as a rafter, used her two seasons and dismantled her; used engines and other machinery in building the VOLUNTEER. The EVANSVILLE, when new in 1869, was actually constructed from a former packet, the ADA LYON, which had served Green River in Civil War times, Capt. Jesse Berry.

T-261 EVERETT Stw rafter wh. b. Stillwater, Minn., 1886. 110 x 19 x 3.5. Acted as "bow boat" for the B. HERSHEY (see) for years, also for the ECLIPSE (see) of Lindsay & Phelps Co. Sold, rebuilt at Wabasha, Minn. in 1906, renamed HARRIET and continued into the 1940s owned by Molo Sand & Materials Co., Dubuque, Iowa.

T-262 EXCEL Stw pb wh b. Brownsville, Pa., 1881. 122 x 21.5 x 3.5. Operated on the Ohio River until mid-1890s and then was sold away to the upper Mississippi. The Barrett Line owned her for a time. The picture we have was probably taken in the Pomeroy, Ohio, area.

T-263 EXPORTER Stw tb wh b. Madison, Ind., 1895. 186.5 x 35 x 6. Engines 24's- 8 ft. stroke. When the EXPORTER was built at Madison, the JOHN GILMORE was dismantled at the same time, and the engines from the GILMORE were used in her construction. JOHN GILMORE was b. Jeffersonville, Ind., 1871. In 1866 the GILMORE's original engines were taken off and she was given those from the towboat JOHN DIPPOLD which was being dismantled. JOHN DIPPOLD was built 1871, and she got her engines from the packet WILD WAGONER b. Cincinnati 1864. --And so it was that the EXPORTER had the WILD WAGONER machinery. Mississippi Valley Transportation Co. operated the EXPORTER until they sold her 1900 to the Combine of Pittsburgh who towed coal south with her until April, 1918, when sold to Mengel Box Co. of Hickman, Ky. who used her for the next fifteen years, resold her to the Barrett Line--who never used her--and dismantled her in 1938.

T-264 F. WEYERHAEUSER Stw rafter wh b. Rock Island, Ill., 1893. 140 x 31 x 4.5. Owned by Weyerhaeuser & Denkmann of Rock Island. When the raft industry played out this boat was sold to the U. S. Lighthouse Service and renamed DANDELION, and so served until November, 1927 when sold to Capt. John F. Klein.

T-265 F. C. A. DENKMANN Stw rafter wh b. Dubuque, Iowa, 1881. 120 x 32. Owned by Weyerhaeuser & Denkmann. Once brought a raft from West Newton to Rock Island which was 1625 ft. long and 275 ft. wide, in charge of Capt. Otis McGinley, with Capt. Orrin Smith in charge of the bow boat. This was about the largest raft to come down the Mississippi although the SATURN once handled a raft with more lumber in it. The boat was sold to Mrs. Mary Shelby in October, 1899, and used then on Wabash River to tow corn to Nashville, and in this service was renamed WABASH (see).

T-265 F. J. O'CONNELL Stw pb wh b. Cincinnati, Ohio, 1882. 92.6 x 18.1 x 3.4. Originally named W. B. COLE. Renamed when bought by the Chicago Lumber Co., forerunner of the Yellow Poplar Lumber Co., but shortly sold because she was too small and was replaced by the J. H. McCONNELL (see). Sprang to fame of a sort when she brought Coxey's Army up the Ohio River on a barge in May-June, 1901. This picture so shows.

T-266 F. M. STANTON Stw pb wh --Originally the towboat WINIFREDE, (see) b. 1903. So named while owned by West Virginia Sand & Gravel Co., Charleston, W. Va. who finally dismantled the boat at Charleston, 1938.

T-267 F. M. WALLACE Stw tb wh --Originally towboat OAKLAND, which see for details of build. Renamed by the Combine at Pittsburgh, January, 1914. Took the last tow of coal out of Pittsburgh harbor for the Combine, leaving December 31, 1915. In the fall of 1918 was laid up in the mouth of the Kanawha River and later was taken to the Mississippi River and operated under charter to Federal Barge Line. Fate uncertain to this scribe, but she sank south of St. Louis soon after.

T-268 FAIRMONT Stw pb wh b. Guyandotte, W. Va., 1905. 102 x 22.5 x 4. Towed FRENCH'S SENSATION showboat about 1920 and this picture so shows.

T-269 FAIRPLAY Stw pb sh --Originally HENRY A. LUGHLIN (first of the name, which see) b. Pittsburgh 1905. Campbell Transportation Co. bought

hor, renamed her FAIRPLAY, this in the 1930s. In 1941 she was bought by Hillman Transportation Co., renamed JOHN L. HOWLER (see) and in June, 1945 was sold to Crain Brothers, Pittsburgh, renamed ALLEGHENY (see).

T-270 FILLIE Stw pb wh b. Pittsburgh, Pa., 1894. 150 x 27 x 4.7. Engines 17's- 6 ft. stroke. The towboat JAMES A. BLACKMORE (see) was dismantled at the time the FILLIE was built and much equipment was used including engines. W. H. McKinley, Pittsburgh coal operator, built this boat and named her for his daughter. Went in the Combine 1900 and towed for them until 1920, was sold to Mexico and left the Pittsburgh harbor July 17, 1920 towing the towboat ENTERPRISE (which see) with Dave McDonald and Holmes Hargay in the pilothouse. She never got to destination: was lost in early March, 1921 enroute across the Gulf, not yet out of sight of the jetties.

T-271 FLORENCE LAMMET Stw tb wh b. Pt. Pleasant, W. Va., 1900. 155 x 30.8 x 5. Engines, machinery, etc. from former towboat ARK used in construction, which see. Owned by the Lammet Coal Co. of Raymond City, W. Va. and towed coal Kanawha River to Cincinnati all the days she ran. Condemned in October, 1915 and dismantled. Capt. Gordon C. Greene planned buying the hull for a wharfbow but the 1917-18 ice destroyed it at Cincinnati.

T-272 FLOYD H. BLASKE Stw pb wh b. Alton, Ill., 1931. 103.6 x 24.1 x 3.2. Engines from the towboat JEFFERSON, originally on the SILVER WAVE. Owned by Capt. Hugh C. Blaske of Alton, Ill. and finally burned.

T-273 FRANK FOWLER Stw pb wh b. Newport, Ky., 1901. 103.6 x 21 x 4. A small boat with many owners, operated mostly on Ohio River above Cincinnati. Owned by Pittsburgh Plate Glass Co., 1918, towing on the Allegheny. The Duquesne Slag Products Co., Pittsburgh, had her 1924-25. Capt. Robert J. Hasley bought her, did job towing around Pittsburgh, and she burned at the foot of 11th St., Allegheny River, March 17, 1937. Engines 10's- 4 ft. stroke.

T-274 FRANK GILMORE Stw pb wh b. Pittsburgh, Pa., 1883. 135 x 24.3 x 4.3. Built for Capt. John Gilmore who lived near Webster, Pa. to replace the towboat I. N. PHILLIPS which had worn out. In 1892 was owned by T. M. Jenkins & Co., Pittsburgh coal operators, which ran the ROBERT JENKINS (see) and J. S. NEEL. In 1894 Jenkins sold her to W. H. Flint for \$13,000. She continued to run in coal trade--sold at Marshal sale, Dec. 1900 to John J. O'Donnell, Pittsburgh. Dismantled in 1906 and machinery, etc. went to the A. R. BUDD (see).

T-275 FRANK H. TAMBLE Steam tug, single prop, sh. b. Baltimore, Md., 1899. 92.6 x 18 x 7. Originally in U. S. Engineer Dept. service named ALBERT G. THOMAS. Owned now by Warner & Tumble, Memphis, Tenn.

T-276 FRANK TYLER Stw pb wh b. Parkersburg, W. Va., 1904. 103 x 22. This is the first towboat owned by the Dravo firm of Pittsburgh, and Capt. Albert Gilmore was her skipper. Dravo's sold her March 25, 1915 to Bates-Rodgers Contracting Co. for use in building Dam No. 33, near Maysville, Ky. They changed the name to E. STANLEY HOLLAND. July, 1920, was resold to Wilson Sand & Supply Co., Huntington, W. Va., renamed JOHN T. WILSON, see.

T-277 FRANK W. PHILLIPS Stw tb wh Somebody is invited to tell the author about this one! No information at hand. Looks like about 1915-25 but is not registered in my scattered copies of Lists of Merchant Vessels.

T-273 FRANK WOODS Stw pb wh b. Mound City, Ill., 1925. 112 x 26 x 4.4. Originally named JULIA O'SULLIVAN (which see) and was renamed when bought by Woods Brothers Construction Co., Missouri River. Used in contract work, had an A-frame derrick on the head. Sank near St. Joseph, Mo. in September, 1933, lost. Machinery, etc. from former packet GOLDEN FLEECE.

T-279 FRED HALL Stw pb wh b. Cincinnati, Ohio, 1912. 121 x 26 x 3.2. Owned by the T. J. Hall Co. of Cincinnati, and was constructed at the foot of Lawrence Street. A regular fixture in the Cincinnati harbor, coming and going, until she burned along with the excursion steamer ISLAND MAID at the Madison, Ind. marine ways, December 7, 1932.

T-280 FRED HARTWEG Stw tb wh b. Elizabeth, Pa., 1896. 160 x 29 x 4.5. Owned by Hartweg Coal Co., Cincinnati, originally. Soon sold to Capt. D. B. Bradley, Cairo, Ill., and after 1900 belonged to the Combine and towed coal on the lower Ohio. The Barrett Line bought her, renamed her DOROTHY BARRETT and she sank at Richardson's Landing, near Fort Pillow, on the Mississippi River. Afterwards the Barrett Line bought the GEN. JOHN COFFEE and renamed her DOROTHY BARRETT (see) this being the second of the name.

T-281 FRED HUDSON Stw pb wh b. Hickory, Pa. on the Allegheny River and was the last steamboat built up that stream. (Vessels have been built on the Allegheny as high as Olean, N.Y., the passenger steamer HIRAM WATSON was built there 1871.) 124.2 x 26 x 5. This towboat operated in sand and gravel trade on the Allegheny owned by the Hudson family for several years. Capt. Ralph Emerson bought the boat in December, 1917 after losing his towboat ECLIPSE (see). Sank at old Lock No. 2, Ohio River, after coming in collision with towboat VULCAN (see) on December 26, 1918, raised. Sold to Vicksburg, Miss., January, 1920, was renamed PANTHER and finally burned on Yazoo River, February 21, 1926.

T-282 FRED HUDSON sunk --Same vessel described above, pictured while sunk at old Lock Two, Ohio River, December, 1918.

T-283 FRED WILSON NO. 2 Stw tb wh b. Pittsburgh, Pa., 1869. Engines 20's- 8 ft. stroke and had four wr. boilers. Towed coal for W. W. O'Neil out of Pittsburgh many years commanded by Capt. G. Wash Gray (for whom the tug WASH GRAY, see, was named) and finally was dismantled when the last FRED WILSON (see next listing) was built in 1883. The original vessel of the name was built 1860, had 17's- 6 ft. stroke engines, owned also by O'Neil, and captained by Wash Gray. She was dismantled and her equipment went to building the towboat BELLE MCGOWAN (see). Capt. Fred Wilson was a resident of Glen Osborne, Pa. for many years, spoke Welsh fluently from association with coal miners. Also the captain was a fancier of dogs, especially setters. A fine oil painting of one of his prize setters "Count Noble" hangs today in the stairway of the Duquesne Club, Pittsburgh.

T-284 FRED WILSON (last of the name) stw tb wh b. Pittsburgh, 1883. 174 x 30.8 x 5.4. Owned by W. W. O'Neil & Co., coal operators who also ran the DICK FULTON, BELLE MCGOWAN, LITTLE FRED and W. W. O'NEIL, all see. Exploded her boilers below the canal at Louisville, Ky. on May 26, 1904 and was demolished. Capt. Joe Price was among the killed.

T-285 FRED WILSON wreck. --Same vessel listed above, after the boiler explosion below Louisville.

T-286 FRONTENAC Stw Rafter wh b. Wabasha, Minn., 1896. 136.9 x 29.6 x 5. Owned by Laird Norton Lumber Co. and operated as a raftboat between West Newton, Winona and Stillwater for eleven years. Then was remodded into an excursion boat and operated out of St. Paul for five years, renamed PRINCE and towing a barge named PRINCESS. The PRINCE burned in Quincy Bay, foot of Chestnut Street, November 6, 1918.

T-287 FULTON Stw pb wh b. Madison, Ind., 1891. 129 x 19 x 3. Was harbor boat at Cincinnati for the Combine many years. Capsized in a wind-storm there on July 7, 1915 (see CONVOY which also capsized in same storm). She sank under the Central Bridge. Was raised and the wreck was taken to Pittsburgh and not repaired. In spring of 1918 Capt. Harry B. Hulings bought the hull, etc. and from it built the towboat H. B. HULINGS, which see. Capt. Brad Williams lost his life when this boat turned over.

T-288 FURY Stw tb wh b. Dubuque, Iowa, 1861. 113 x 22 x 4. Operated by the U. S. Engineer Dept. on the upper Mississippi, and had her last rebuilding in 1931. Capt. Walter Blair bought the boat soon after that and did job towing for a year or so. In 1941 she was owned by Oscar Bloom and towed the showboat COTTON BLOSSOM. Dismantled in Clark's River, Paducah, Ky. in October-November 1942 and her machinery, etc. went to scrap for the government, then conducting a nation-wide scrap drive for metal for use in World War II.

T-289 FUTURE CITY Stw tb wh b. Cincinnati, O., 1873. 167.4 x 36 x 6.1. Owned by Mississippi Valley Transportation Co. and towed grain barges and other merchandise between St. Louis and New Orleans. She was dismantled and her machinery went to the towboat H. M. HOXIE, see.

T-290 G. M. Stw pb wh b. Arrow Rock, Mo., 1906. 89.5 x 17.9 x 3.9. Engines 8 $\frac{1}{2}$ 's- 3 $\frac{1}{2}$  ft. stroke. One wr. boiler. Woods Bros. Construction Co. owned her. Snagged November 19, 1919 near Little Sioux River. Machinery was salvaged. Hull raised and beached but ice carried it away.

T-291 G. W. McBRIDE Stw pb wh b. Madison, Ind., 1932. 137 x 29.4 x 4.2. Engines and equipment from the towboat CONQUEROR used in building, which see. Actually the CONQUEROR was rebuilt, renamed G. W. McBRIDE in 1927-28, and towed for the Koch-McBride Towing Co. of Louisville and then got a new hull and extensive alterations at Madison in 1932 and came away registered as a new vessel. The Ohio River Co. of Cincinnati got the boat and under their ownership overturned after striking a pier of the Central Bridge, Cincinnati, 4:30 A. M., February 22, 1942. This tragic accident cost some sixteen lives including Capt. Pete O. Lallance, pilot Roy Elington, engineer Kenneth Peck, mate James Crum and others.

T-292 G. W. McBRIDE wreck --Same vessel listed above after the sinking on the pier of the Central Bridge, Cincinnati.

T-293 G. W. THOMAS Stw pb wh b. Jeffersonville, Ind., 1901. 173.5 x 28 x 6. Engines 17's- 6 ft. stroke. Built for C. Jutte & Co., coal operators out of Pittsburgh. After the Jutte firm quit business, she was operated by Peoples Coal Co., Pittsburgh. In October, 1913, the W. Harry Brown Coal & Coke Co. of Pittsburgh got her, renamed her ALLICIA, which see for further news.

T-294 GARDIE EASTMAN Stw Rafter wh b. South Stillwater, Minn., 1892. 111.5 x 20.7. Owned by Gardiner, Batcheller & Wells, Lyons, Iowa. Sold to Fetter & Crosby, contractors, and used in U. S. river improvement work in 1920's. Capt. Fetter rebuilt her at the Kahlke yard, Rock Island, and after his death in July, 1920, the boat was sold to McWilliams Dredging Co., Chicago, and used on Mississippi and Ohio rivers. Renamed McWILLIAMS after a rebuilding at Madison, Ind., 1926. Several years later she towed coal for the Valley Camp Coal Co., Moundsville, W. Va. Had engines 12 $\frac{1}{2}$ 's- 6 ft. stroke. Two wr. boilers.

T-295 GATE CITY Stw tb wh b. Madison, Ind., 1885. 125 x 25.7. This boat was built from the towboat HOPE b. 1868 at Marietta, Ohio, owned by Capt. Jacob Cramer. The GATE CITY was a part of the Big Sandy Towboat Co. and was sold to T. J. Hall Towing Co., Covington, Ky. about 1896. In March, 1897, she shoved the Anchor Liner CITY OF MONROE to Madison, Ind. for rebuilding into the HILL CITY. The Hall Line renamed the boat DOUGLAS HALL, (see).

T-296 GENERAL ASHBURN Stw tb sh b. Dubuque, Iowa, by Dubuque Boat and Boiler Co., 1927. 130.1 x 35.1 x 5.1. Engines condensing, 15's- 30's- 6 $\frac{1}{2}$  ft. stroke. Owned by Inland Waterways Corporation and operated in the Federal Barge Line until sold in 1941 to Ohio & Kanawha Transportation Co. who renamed her, spring of 1945, to J. T. HATFIELD (see).

T-297 GENERAL CRAIGHILL Stw pb sh b. Jeffersonville, Ind. by Howard, 1911. 133.7 x 28 x 4.2. Owned by U. S. Engineer Dept., Louisville, Ky. Sold in 1939 to Capt. Charles G. Stone, Ft. Pleasant, W. Va. and renamed BESSIE E. MERRILL, which see for further news.

T-298 GENERAL CRAIGHILL sunk --Same vessel listed above, sunk at Lock No. 28, Ohio River, where she was caught on a mooring pin during high water. This happened on December 6, 1914, and the towboat CATHARINE DAVIS rescued the crew. Was raised later that month.

T-299 GEN. J. H. SIMPSON Stw tb wh b. Jeffersonville, Ind. by Howard, 1895. 170 x 32 x 5. Originally named GEN. H. L. ABBOT. U. S. Engineer Dept., St. Louis, Mo. In operation, 1915.

T-300 GENERAL JAMES F. McINDOE Stw tb wh b. Gasconade, Mo., 1925. 136 x 24 x 5.3. U. S. Engineer Dept., Kansas City, Mo. Disposition not known to this writer.

T-301 GEN. JOHN NEWTON Stw tb sh b. Dubuque, Iowa, by Iowa Iron Works, 1899. 150 x 28 x 7'6". Cross-compound engines, condensing, 14's, 32's- 6 ft. stroke. This boat was built same time, same place, as the packet BETSY ANN and had same type of engines, both sets built by Novelty Iron Works of Clinton, Iowa. The NEWTON also was equipped with a tubular boiler same as the BETSY ANN which she kept for forty years. Still in operation 1947 owned by U. S. Engineer Dept., New Orleans, La.

T-302 GENEVIEVE Stw single deck wh. b. Ft. Pleasant, W. Va., 1898. 59.9 x 11.9 x 2.6. Particulars not known to this writer.

T-303 GEORGE G. KEITH. Stw pb wh b. Gasconade, Mo., 1914. 128.2 x 26 x 4. Originally a wood hull towboat for the U. S. Engineer Dept. of Kansas City. Later was completely rebuilt and given a steel hull, see next listing.

T-304 GEORGE G. KEITH (second of the name) Rebuilt from the first one, see prior listing, and given a steel hull and upper works altered. This boat turned over in 1927 and drowned Capt. Edgar Freemonth, his wife, and infant daughter, at Glasgow, Mo. Later sank again near Leavenworth, Kan., and the hull was destroyed with dynamite.

T-305 GEORGE LYSLE Stw tb wh b. Pittsburgh, Pa., 1872. 174 x 33 x 6. Engines 22's- 9 ft. stroke. Five wr. boilers. Owned by Lysle Coal Co., and towed coal south. Later sold and renamed RESOLUTE, see.

T-306 GEO. M. VERITY Stw tb sh b. Dubuque, Iowa, 1927, originally named S. S. THORPE which see for details of build. The THORPE was sold in 1940 to the American Rolling Mill Co. and renamed. In 1945 the hull was widened five feet at Brownsville, Pa. In operation, 1947.

T-307 GEO. MATHESON Stw pb wh b. Pittsburgh, Pa., 1878. 112 x 22 x 4. Towed out of Kanawha River to Cincinnati many years and dismantled when the second boat of the name was built. See next listing.

T-308 GEO. MATHESON NO. 2 Stw pb wh b. Pt. Pleasant, W. Va., 1907. 115.6 x 25.4 x 5.1. Much equipment from prior boat used in construction, see above. In October, 1920, was renamed W. C. MITCHELL, which see for additional news.

T-309 GEORGE ROBERTS Stw pb wh b. Pittsburgh, Pa., 1870 by Capt. Fred Wilson. Abner Poobles was her first master. Engines 15's- 5 ft. stroke. Three boilers. There is a suspicion this boat originally was short-trade packet--she is enrolled at Pittsburgh, 1876, as a passenger vessel-- and a boat of this name was in the Evansville-Henderson railroad transfer trade at the period. The photo shows her as a towboat when operated by Horner & Roberts of Pittsburgh. Eventually this boat wore out and was dismantled. The cabin and machinery were transferred over to a new hull at Axton's, West Brownsville, Pa. and the GEORGE ROBERTS NO. 2 appeared. After a short career she burned at the foot of Ferry Street, Pittsburgh, along with the EAGLE and TWILIGHT. The wreck was towed back to Axton's and rebuilt into the towboat STELLA MOREN, see.

T-310 GEORGE SHIRAS Stw pb wh b. Pittsburgh, Pa., 1873. 131 x 22 x 4. Originally named L. W. MORGAN and had been renamed by 1890 when owned by Capt. T. J. Wood. Wood sold her to C. Jutte & Co., 1896. The Combine acquired her, 1900, and dismantled her, using engines, etc. in building their towboat SAILOR at Parkersburg, W. Va., which see.

T-311 GEORGE W. MOREDOCK Stw pb wh b. Mason City, W. Va., 1892. 126.5 x 25.4 x 3.2. Machinery, etc. from former packet W. N. CHANCELLOR used in building this boat. She burned at the foot of Phillis Island, Ohio River, in December, 1903.

T-312 GEORGE W. STONE Stw pb wh b. Pittsburgh, Pa., 1871. Originally named JAMES JACKSON, owned by Capt. James Jackson and towed Allegheny River oil to Parkersburg and Huntington. While so named she ran on an old coal barge during a storm at Sewickley, Pa., Oct. 31, 1878, sank. Later was raised. Was bought by the Coal Valley Coal Co. about 1879-80 and renamed GEORGE W. STONE. Had engines 13's- 5 ft. stroke. Disposition not known. For other boats owned by Coal Valley Coal Co., see COAL VALLEY, WILLIAM STONE, JOSEPH A. STONE.

T-313 GEORGE WOOD Stw pb wh b. Pittsburgh, Pa., 1887. 143 x 27.7 x 4.9. Operated by John A. Wood & Son, coal operators of Pittsburgh, and in her latter days towed a transfer barge at Ironton, Ohio, and burned there on August 30, 1898.

T-314 GEORGE WOODS Stw pb wh b. Parkersburg, W. Va., 1901. 114.2 x 21.5 x 3.4. Originally named JOHN S. SUMMERS and ran under that name until about World War I, when she was renamed D. T. FLESHER, and then became the KENNETT DILLMAN---while bearing this name she was sold to Woods Bros. Construction Co. on Missouri River and renamed GEORGE WOODS. Disposition not known to this scribe. In operation 1929.

T-315 GERARD KLEIN Stw pb wh b. Guild, Tenn., 1910. 95.5 x 19.9 x 3. Originally named MARGARET built for Sheridan-Kirk Contracting Co. and later sold to U. S. Engineer Dept. This MARGARET upset at Ohio River Lock No. 34 and drowned thirteen persons---which see. After raising she continued to operate as the MARGARET, and was sold to Capt. John F. Klein who renamed her for his son, then sold to Messman Construction Co. and went to Missouri River. In early 1930's she was bought by some Kanawha River operators, and towed coal to Cincinnati. Burned Sept. 19, 1934 at Manchester, Ohio.

T-316 GLEANER Stw tb wh b. Madison, Ind., 1896. 185 x 35 x 5. The towboat JAY GOULD was dismantled at Madison same time the GLEANER was built. Capt. Henry Lindenburn says the GLEANER came out new with engines 24's- 8 ft. stroke which is the same size the GOULD had, and probably the same engines. GLEANER was owned by Mississippi Valley Transportation Co. On her first trip she towed the JAY GOULD hull to St. Louis. In November, 1901, she was sold to the Peoples Coal Co. Pittsburgh (owned by Charley Jutto and others) and in the fall of 1902 was taken to Marietta, engines removed, and 28's- 8 ft. stroke placed on her (perhaps 28's- 8½ ft. stroke) which may have originated on the towboat MY CHOICE. She then was docked and rechaind at Cincinnati that winter (which was severe with a bad ice gerge there) and about March 1, 1903 she came off with Capt. John Case, master, Henry Lindenburn and Jason Curtis, pilots. GLEANER was sold later to West Kentucky Coal Co. (about 1907-08) and continued in business for thdm out of Paducah through 1917-18, finally was beached and dismantled at Paducah.

T-317 GLENDONT Stw rafter, wh. b. Dubuque, Iowa, 1885. 128 x 24.6 x 4.6. Machinery came from former packet IDA FULTON. Served as a rafter on the upper Mississippi until condemned in 1905, when she was taken to the Eagle Point yard, Dubuque, where cabin, engines, and boilers were transferred to a new hull and the boat which emerged was called NORTH STAR, sec. Finally was the EUGENIA TULLY, then COMMANDER (see).

T-318 GOLD SHIELD Stw tb sh b. Dubuque, Iowa, 1899. 199.3 x 36 x 5.5. Originally U. S. Engineer towboat WYNOKA, sec. The WYNOKA was sold to New Orleans, renamed BISSO, again sold to Commercial Solvents Corp. and called GOLD SHIELD and towed molasses from New Orleans to Peoria. She sank at the Todd-Johnson Dry Dock, Algiers, La. in late April, 1933, Capt. Charles W. Biederman in command, and Charlie Clay, pilot.

T-319 GOLDEN GATE Stw rafter wh b. Dubuque, Iowa, 1878. 131'4" x 50 x 5. Machinery from the packet JAMES MEANS b. Wheeling, W. Va., 1860 with



engines 14's- 4 ft. stroke. The MEANS ran in the Wheeling-Steubenville trade along with the CONVOY and, at times, the S. C. BAKER. The Northern Line bought her and ran her in the Davenport, Galena, Dubuque trade along with the BILL HENDERSON. In 1871 she was taken over by J. 7. Van Sant and son Sam for \$4,000. Part of the cabin was removed and a raftboat made of her. John McCaffrey bought half-interest, went on her as master and pilot. Dismantled in fall of 1877, and then the equipment was placed on a new hull and the GOLDEN GATE came out a new boat. In 1881-82 she was running Chippewa Lumber & Boom Co. rafts to Hannibal, Capt. J. M. Turner, master. The Missouri River Commission bought her at Memphis in 1895 and rebuilt her into an inspection vessel, and in 1900 she was sold to Illinois River where she ran as a packet operated by Capt. G. M. Sivloy. Then Capt. 7. E. Pratt of Madison, Ind. got her, ran her Louisville and Kentucky River trade and also Madison and Cincinnati, 1902-03. The Louisville & Cincinnati Packet Co. bought her in June, 1903, apparently dismantled her.

T-320 GONDOLA Stw tb wh b. Pittsburgh, Pa., 1883. 120.2 x 23 x 3.2. The Mississippi River Commission bought this boat in 1887 at Jeffersonville, Ind. and renamed her VEDETTE, sold her about 1903 to Cairo, Ill. parties--perhaps the Barrott Line--and she resumed her original name of GONDOLA. Then she came to Kanawha River and by 1907 had been transformed into a short trade packet, disposition not known to this scribe.

T-321 GRACE Stw single deck wh. b. Keokuk, Iowa, 1904. 92.5 x 17 x 3. Owned by U. S. Engineer Dept. on upper Mississippi. In operation 1915.

T-322 GREGORY Stw pb wh b. Jeffersonville, Ind. by Howard, 1910. 131 x 22 x 4.2. Owned by U. S. Engineer Dept., Louisville, Ky. In early April, 1917, she took four loaded coal barges from Beattyville to Carrollton, Ky. on Kentucky River, in one tow, a feat of some proportion.

T-323 GULFPORT Self-propelled barge, props, steam, sh. b. St. Louis, Mo., 1921. 280.1 x 49.1 x 10. 500 hp. Owned by Federal Barge Line and designed for Warrior River service. Eventually dismantled.

T-324 GUNTERSVILLE Stw tb wh b. Jeffersonville, Ind. by Howard, 1903. 140 x 28 x 4. Owned by Nashville, Chattanooga & St. Louis Railroad, and ferries freight cars on Tennessee River along with the HUNTSVILLE, both of which are in existence 1947.

T-325 GUYANDOT Stw pb sh b. Cincinnati, Ohio, 1913 on the shore above the suspension bridge. Owned by U. S. Engineer Dept. and long in the Cincinnati district. Sold on December 23, 1937 to Capt. Jos. Chotin while moored in Alton Slough. Capt. Chotin took her south, renamed her C. S. WILLIAMS, which see for further news.

T-326 H. J. W. Stw pb wh b. Jefferson City, Mo., 1921. 73.5 x 15.5 x 3.6. Named for H. J. Wallau of the Jefferson City Sand & Gravel Co., Missouri River.

T-327 H. B. HULINGS Stw pb wh --Originally the towboat FULTON, see. Rebuilt by Capt. H. B. Hulings, 1918, with three boilers from former packet CITY OF LOUISVILLE. Capt. Hulings fell dead on board this boat at Tiltonsville, Ohio, aged 63, in October, 1922. His widow operated the boat under charter thereafter, and it burned at Pipe Creek, Ohio, April 16, 1923.

The towboat H. B. HULINGS had a whistle of some distinction, being made up of five large parts, three of which came from the stw. packet RUTH which was lost in ice at Dam No. 13, Ohio River, winter of 1917-18. The RUTH had brought this whistle up from Evansville, and it originally is said to have been on the side-wheel IDLEWILD, then on the JOE FOWLER in the Evansville-Paducah trade. One lone part was rescued from the fire at Pipe Creek, and for several years it was stored on the wharfboat at Marietta, Ohio, for sale. No purchaser was found, and when the wharfboat was sold away and wrecked the whistle-part went along to oblivion.

T-328 H. D. WILLIAMS Stw pb sh b. Ambridge, Pa. by American Bridge Co. and finished at Coal Valley, Pa. marine ways, 1919. 147.5 x 33.4 x 5.2. Condensing engine, 15's- 20's- 7 ft. stroke. Four wr. boilers. Was later renamed I. LA MONT HUCHES, owned by Carnegie-Illinois Steel Co., Pittsburgh. In operation 1947.

T-329 H. E. SPILMAN Stw tb wh b. Jeffersonville, Ind., 1862. 127 x 23 x 4.6. Originally a U. S. Engineer Dept. towboat named VIDALIA. Capt. Newt Flesher bought the boat at a sale, rebuilt it into the H. E. SPILMAN. She sank in ice at Middleport, Ohio, and the upper works were wrecked, this in January, 1900. Machinery was salvaged and placed on a self-propelled sand and gravel dredge named REBECCA then being built at Parkersburg for the Holgers' Sand Co. of Pittsburgh. Capt. Flesher was from Middleport, O. Capt. I. N. Flesher was his son. Capt. I.N.F. had two sons named Howard and Grover who lived at Mt. Vernon, Ind. (Hence the H. P. FLESHER and the G. K. FLESHER, both towboats).

T-330 H. F. FRISBEE Stw tb wh b. Cincinnati, 1865. 169.4 x 32.2 x 5.8. Owned by the St. Louis and Huntington Towboat Line, operated by the Hartwegs and others of Cincinnati. Capt. Wm. Rutter of Clarington, Ohio, died of heart failure aboard this boat after the tow struck a pier of the Southern Railway bridge at Cincinnati, this about 1888. The FRISBEE was dismantled in the fall of 1903 at Cincinnati, and the hull, etc. towed to Pittsburgh by the BOAZ.

T-331 H. M. GRAHAM Stw pb wh b. Pittsburgh, Pa., 1879 by Rees. 118 x 21 x 3.5. Built for a Capt. Kress, and operated on the Allegheny River. Sold to the Mississippi River Commission, 1884. Later went to the U. S. Engineer Dept., Memphis, was renamed GRAHAM, lost in ice at Memphis, January, 1916.

T-332 H. L. HOXIE Stw tb wh b. Cincinnati, Ohio, 1887. 213.2 x 34.3 x 5.6. Sometime in her career, about 1900, she got the engines from the former towboat FUTURE CITY, which sec, 28's- 8 ft. stroke. Belonged to the Mississippi Valley Transportation Co. and towed grain barges, etc. between St. Louis and New Orleans. Sold to the Combine in November, 1904, along with the towboats S. H. H. CLARK and HENRY LOUREY and 34 model barges. She exploded her boilers at Portland, Ohio, on the Ohio River, April 8, 1906. The wreck was raised and rebuilt at Elizabeth, Pa. into the towboat DUQUESNE, which sec. Was commanded by Capt. James Woodward when she exploded.

T-333 H. M. HOXIE explosion. --Same vessel described above, and picture taken after the accident at Portland, Ohio.

T-334 H. P. FLESHER Stw pb wh b. Mt. Vernon, Ind. from the wreck of the towboat DOUGLAS HALL, which sec. 124 x 27 x 3. Operated by the Flesher family (see listing No. T-329) until sold to the Wheeling Steel & Iron Co. in

1918 and for several years thereafter she laid around most of the time at Yorkville, Ohio. Finally Capt. John F. Klein bought her, took her to Mound City, Ill., rebuilt the boat and brought out the DAN O'SULLIVAN which later became the A. I. BAKER, which see.

T-335 H. S. CHAMBERLAIN Stw tb ih b. Jeffersonville, Ind. by Howard, 1911. 135.5 x 30.1 x 4.3. Engines 16's- 6 ft. stroke. Three wr. boilers. Operated on the Tennessee River many years. Originally had a wood hull which was replaced with an iron hull in 1926 by the Roane Iron Co., Kingston, Tenn. She was sold to Evansville parties, renamed WEBER, later was the J. C. RAYN, which see.

T-336 H. S. DOUGLAS Stw tb sh. b. Jeffersonville, Ind. by Howard, 1910. 116 x 32 x 5.5. Engines 12's, 26's- 6 ft. stroke. Owned by U. S. Engineer Dept., New Orleans and in operation 1947.

T-337 H. St. L. COPPEE Stw tb sh b. Jeffersonville, Ind. by Howard, 1904. 166 x 30 x 6. Engines 18's- 7 ft. stroke. Four wr. boilers. Owned by U. S. Engineer Corps, Vicksburg, Miss. Sold at public sale to Kennard City Coal & Transportation Co., Kanawha River, in 1935. Was renamed TARIO, and still in operation 1947.

T-338 HALLIE Stw tb wh ---Originally the rafter F. C. A. DENKMANN, then WABASH, both see. Bought by Capt. Ches Wilcox and others in the 1930's and renamed HALLIE for Mrs. Wilcox. Towed Kanawha River coal to Cincinnati and sank at St. Joseph, below Cincinnati, February, 1938.

T-339 HARDWOOD Stw pb wh b. Lyons, Iowa, 1900, originally named NEPTUNE which see for building data. Renamed HARDWOOD about 1910 when towing logs south of Memphis. Owned 1933 by C. M. Johnston of Helena, Ark. Boat was abandoned in 1933.

T-340 HARRIET Stw single dock wh b. Tabasha, Minn., 1906. 106 x 25.5 x 4. Long a "bow boat" for the rafter GLENMONT and others. Later sold to Mole Sand & Gravel Co., Dubuque, Iowa, and had a cabin added--see next listing.

T-341 HARRIET --Same as above, after adding cabin on boiler deck. Still in operation, 1946. This vessel was originally the rafter PARK BLUFF b. 1864, which see.

T-342 HARRY ANDERSON Stw tb wh --Originally the towboat DOLPHIN NO. 3 and renamed when brought to Cincinnati for Kanawha River towing, 1917. Her pilothouse and a good bit of the cabin burned off, July 16, 1917. After she was rebuilt she was renamed JULIUS FLEISCHMANN, see.

T-343 HARRY BROWN Stw tb wh b. Pittsburgh, Pa., 1879. 210 x 49.6 x 6. Owned by W. H. Brown & Sons, coal operators, and towed to New Orleans. On May, 1896, she exploded her boilers about 25 miles below Vicksburg killing eleven of the crew and injuring five others. Norman X. Dravo, pilot, William Fitzsimmons, mate, George Keim, second mate, and others lost their lives. She sank within five minutes and the towboat WASH HONSHILL (see) stood by for rescue work.

T-344 HARRY BROWN Stw tb wh b. Marietta, Ohio, 1898. 205 x 42 x 5.3. Condensing engines, 19 1/2's, 38's- 9 ft. stroke. Built for the Brown Line, replacing first boat of the name (see above). Went in the Combine and towed coal.

until snagged and sunk near Osceola, Ark., November, 1915.

T-345 HARVESTER Stw tb wh b. Madison, Ind., 1896, launched New Year's day that year. 190 x 35 x 6. The former towboat MY CHOICE was dismantled at the time the HARVESTER was built and much equipment transferred, although this new boat is said to have had engines 22's- 8½ ft. stroke, while the older vessel had 28's- 8½ ft. engines. She was in the St. Louis tornado in June, 1896 and lost pilothouse and most of her cabin and had to be rebuilt. The Budd Coal Co. of Pittsburgh bought this boat in December, 1901 from the original owner, Mississippi Valley Transportation Co. Eventually wrecked in a windstorm at Donaldsonville, La.

T-346 HAWK Stw pb wh b. Pittsburgh, Pa., 1864. 118 x 20 x 4. Engines 16's- 5½ ft. stroke. Three wr. boilers. Owned in 1867 by Capt. David Longwell who also was master. In March, 1897, turned over at Jacks Run, Woods Run, Pa., above Davis Island Dam, Ohio River. A freak windstorm came out of the hollow there. William Davere, pilot, of Freedom, Pa. was trapped and drowned.

T-347 HECLA Stw pb wh --Originally the towboat ACTIVE, which sec. On June 16, 1918 she was renamed HECLA by the Hillman Coal & Coke Co., which had bought her. Later was sold to Capt. Charles T. Campbell and others and again renamed RELIANCE, which sec.

T-348 HELEN MAR Stw Rafter wh b. Osceola, Wis., 1872. 120 x 23 x 4. A trim vessel with glass-enclosed boiler deck owned by Knapp, Stout & Co. and she was a fixture in the rafting industry until dismantled at North La Crosse because of old age in 1904. For the eye of some future river historian, I would point out that another vessel, a packet, of this same name was built at California, Pa., fall of 1852, Capt. George W. Cox, and ran in the Pittsburgh-Zanesville trade, later between Cincinnati and Guyandotte. She was dismantled and her engines went to the packet SAM KIRKMAN b. Paducah in 1857 and owned by Capt. Josh V. Throop and Dorsey Smedley.

T-349 HELEN WHITE Stw pb wh b. Sistersville, W. Va., 1903. 148 x 27.6 x 4. Engines 18's- 7 ft. stroke. Built by brothers named White who named the boat for their mother. Sold to the Peoples Coal Co. of Pittsburgh, and Capt. James D. O'Neill was master, later Capt. John Howder. This was a successful boat, always "carried the flag" into Cincinnati, being the first down with her coal on rises in the Ohio River. Was sold to Mexico in 1913 and was taken there along with the towboat CRESCENT, sec.

T-350 HELEN WHITE --Same as above, a photograph taken in Mexico. She finally sank on Panuco River in January, 1924.

T-351 HELENA Steam prop tb, sh. b. Midland, Pa. by Midland Barge Co. 1938. 146.4 x 40.1 x 8.1. Triple expansion steam engines, twin props. Owned by Inland Waterways Corp. and operated in the Federal Barge Line. In operation 1947.

T-352 HELENE SCHULENBURG Stw rafter, wh b. Metropolis, Ill., 1874. 130.3 x 25.4 x 3.7. Owned by Schulenburg & Boeckler, St. Louis, Capt. Robert Dodds, master. After rafting played out she was used in excursion work by Capt. John McCaffrey and his sons; sank at Credit Island and dismantled at Rock Island, Ill.

T-353 HELPER Stw pb wh b. Dana, W. Va. and finished at Cincinnati, 1919-20. Owned by Campbell's Creek Coal Co. This was a small vessel and had Barnes engines, 9's, 15's- 4 ft. stroke and much equipment from the former steamer W. H. MULLER, which see. She was built under supervision of Capt. E. A. Burnside and proved his death-trap, overturning near the Southern Bridge, Cincinnati, on March 16, 1922, while he was piloting her. The boat was raised, rebuilt, named ED MOORE, later sold to A. P. Breaux of Lockport, La. and called SOUTHPORT (so reg. 1929) and still later became the CAPTAIN BREAUX b. 1931, which see.

T-354 HENRY A. LAUGHLIN Stw pb sh b. Pittsburgh, Pa. by Rees, 1905. 155 x 23.4 x 4.5. Condensing engines, 12's, 24's- 6 ft. stroke. Three wr. boilers. At the time she was built only two other Pittsburgh towboats had metal hulls, the CRUISER and MARINER, see. The LAUGHLIN was built extremely narrow, once upset near Allonport, on Monon River. The next vessel built by the Jones & Laughlin Steel Co., the B. F. JONES, JR. (see) was given a wider hull. The adoption of steel hulls on towboats was slow: after building these two, the J&L firm built the VULCAN with a wooden hull, and did not again attempt a steel towboat until the ALIQUIPPA came out in 1914. In 1931 the J&L firm decided to build a new HENRY A. LAUGHLIN, and renamed the old vessel SHANNOPIN, shortly sold her to Campbell Transportation Co. who again renamed her FAIRPLAY. Later she became the JOHN L. HOWDER, and today is the ALLEGHENY. --We have photographs of this pioneer under all the names mentioned above, which see.

T-355 HENRY A. LAUGHLIN Steam prop pb sh b. Charleston, W. Va. by Ward, 1931. 155.3 x 29.5 x 9. Triple expansion engines, twin props. In operation 1947.

T-356 HENRY A. ROEMER Steam prop, single deck sh b. Charleston, W. Va. by Ward, 1918. Originally named CLAIRTON and owned by Carnegie Steel Co. 157.2 x 26 x 5. Triple expansion engines, twin props. For some peculiar reason Carnegie Steel Co. never had a river fleet until they took the plunge in 1917-18 and this was the first boat they built outright for their own use, although they had commenced with purchase of the M. D. WYMAN, MAMIE BARRETT and MONITOR, all see. The first superintendent of Carnegie's river transportation was a far-sighted mortal with rigid convictions and no "steamboat sentiment" in his system, and it was his plan to construct an entire fleet of vessels along the lines of this steam propeller vessel which was built at Ward Engineering Works. The CLAIRTON arrived in Pittsburgh, now, on September 8, 1918. After quite a huzzah she sank at Brownsville on October 15, was quickly raised. By this time there had been a change in superintendents, and Capt. A. O. Ackard was installed. He projected a line of sternwheelers. The CLAIRTON was renamed KANAWHA, and the name CLAIRTON went to a new sternwheeler (see). The KANAWHA was sold to Monessen Coal & Coke Co. and renamed ALICIA, being the second of that name (first a sternwheeler, which see). Several years later the ALICIA was sold to Hillman Coal & Coke Co. and renamed HENRY A. ROEMER, this in June, 1936. In August 1944 was again renamed J. M. LEITCHHEAD and continues to operate for Hillman in 1947.

T-357 HENRY C. YEISER, JR. Stw pb wh --Originally towboat ROBERT P. GILHAM, which see for building details. Was renamed after the formation of the Hatfield-Campbell's Creek Coal Co. and commanded by Capt. Charlie Young. Was laid up near Charleston, W. Va. in August, 1940, when a flash flood broke her loose, wrapped her around a bridge pier and wrecked her.

T-358 HENRY DE BUS Stw tb wh b. Covington, Ky., 1883. 143.3 x 28.3 x 5.4. Owned by Alex Montgomery Coal Co. and towed from Kanawha River to Cincinnati. The Hatfield Coal Co. got her in 1903 and used much of her in building the J. T. HATFIELD the following year, which see. There is an old tale that the machinery for the HENRY DE BUS came from the towboat ROVER b. Wheeling, W. Va., 1863 for Capt. Richard C. Gray of Gray's Iron Line. The ROVER had 16's- 5½ ft. stroke machinery.

T-359 HENRY LOUREY Stw tb wh b. Mound City, Ill., 1881. 209.6 x 35.2 x 5.8. Owned by the Mississippi Valley Transportation Co. When MVT discontinued business in 1904 this boat and the towboats S. H. H. CLARK and H. M. HOXIE, (both see) were sold to the Combine. The LOUREY towed coal from then until she was retired of old age at Pittsburgh about 1912 and was dismantled near Elizabeth, Pa. that year, and the hull burned to recover the old iron on January 1, 1913. Henry Lourey, Esq. died at St. Louis on March 2, 1885.

T-360 HERCULES CARREL Stw pb wh b. Cincinnati, Ohio, 1871. 133 x 28.2 x 5.2. Originally named CHAMPION NO. 8 owned by Champion Coal & Towboat Co., Cincinnati. Renamed in 1890 and Capt. Brad Williams was long her master. Owned thenceforth by U. S. Mail Line Co. and the Louisville & Cincinnati Packet Co. This was a "helper" boat around Cincinnati, bringing fuel to the packets, running errands, assisting in the maneuvering of the big sternwheelers and side-wheelers. Capt. Hercules Carrel (1801-1890) long was identified with steamboats at Cincinnati, was president of the Cincinnati Marine Railway Co. His son George P. Carrel was mayor of Cincinnati, another son J. Wallace Carrel, was an official in the Lodge & Shipley Machine Tool Co. and another son, Henry Clay Carrel, was a Cincinnati architect. The boat was sold in October, 1919 and became the JANET, which see.

In re. the tribe of vessels named CHAMPION: Here is a list of them with some scraps of information concerning them: all were Cincinnati boats and owned largely by the Shinkle family of Covington, Ky.

CHAMPION	(first of the name)	b. Cincinnati, 1851	90 tons
CHAMPION NO. 2		b. Cincinnati, 1854	147 tons
CHAMPION NO. 3		b. Cincinnati 1856.	sw, a packet, 145 x 31 x 4, saw service in the Civil War and afterwards owned in New Orleans.
CHAMPION NO. 4		b. Cincinnati, 1858.	Bought by US for war purposes.
CHAMPION NO. 5		b. Cincinnati, 1862.	Towboat, and sold to US for Civil War duties, reportedly sunk in Red River.
CHAMPION NO. 6		b. Cincinnati, 1864	Side-wheel towboat.
CHAMPION NO. 7		b. Cincinnati, 1865	146.50 tons, running in 1876.
CHAMPION NO. 8		b. Cincinnati, 1871	Became HERCULES CARREL.
CHAMPION NO. 9		b. Cincinnati 1875	Side-wheel, 462.39 tons, packet.
CHAMPION NO. 10		b. Cincinnati, 1881	Later towboat ADELLE

T-361 HERMANN Stw single deck wh b. Hermann, Mo., 1912. 89 x 19.6 x 2.4. Registered as a ferry, 1915. No details at hand.

T-362 HERMANN PAEPCKE Stw tb wh b. Higgensport, Ohio, 1900. 154.7 x 30.7 x 4.5. Owned by Paepcke-Leicht Lumber Co., Chicago, and operated out of Cairo, Ill. Later Chicago Mill & Lumber Co. owned her, sold her to Cairo, Memphis & Southern Railroad Transportation Co., August, 1901. She towed a transfer barge at Memphis for some time after this.

T-363 HIBERNIA Stw pb wh b. Paducah, Ky., 1910. 120 x 24 x 4. Machinery from the rafter HENRIETTA, which see. Built at West Kentucky Coal Co.'s barge yard for Capt. W. L. Berry and others. In 1917 sold to Lion City Sand Co., Pittsburgh, who shortly resold her to Inguosne Light Co., Pittsburgh, which operated the Equitable Towing Co. and also had the "little" RESOLUTE, see. Later sold to Capt. Walter Hougland, and towed in Green River. Dismantled in 1941 and her hull was used as a landing barge at Evansville for the towboat J. B. SMITH (see).

T-364 HILLMAN Stw pb wh b. Dravosburg, Pa., 1912. 122 x 22.8 x 4.3. Originally named SAM BARNUM, which see. (first of that name). Renamed on May 25, 1917, then owned by Hillman Coal & Coke Co. She upset on August 14, 1918 six miles south of Brownsville, Pa., drowned three of the crew and injured several others. Raised and returned to service. Sold to Inland Waterways Co. in August, 1925, and while enroute to her new owners, she sank near Stephensport, Ky. in October of the same year, in tow of the MARGARET.

T-365 HECLA Stw pb wh --Originally the ACTIVE, see. On June 16, 1918 was renamed by the Hillman Coal & Coke Co. which had bought her. This picture shows both the HILLMAN and HECLA at the Dravosburg, Pa. landing.

T-366 HIRAM PRICE Rafter. b. Le Claire, Iowa, 1867. 26.77 tons. Still in operation 1976.

T-367 HOMESTEAD Stw pb sh b. Pittsburgh, Pa. by Roos, 1919. 151.1 x 29.3 x 5.2. Condensing engines, 14's, 20's- 7 ft. stroke. Four wr. boilers. Owned by Carnegie Steel Co. and a duplicate of the W. H. CLINGERMAN, see. Operated until renamed A-2 in the spring of 1945. She made a few trips after that, was sold in August, 1945, to Crucible Fuel Co., Pittsburgh, Pa. and renamed W. H. COLVIN, JR. which see.

T-368 HOMESTEAD Stw pb sh b. Ambridge, Pa. by American Bridge Co. in 1922 and originally named A. O. ACKARD, which see for building details. Owned by Carnegie-Illinois Steel Co. and in operation 1947.

T-369 HORNET NO. 2 Stw tb wh b. Pittsburgh, Pa., 1869. 156 x 28 x 5.5. Engines 20's- 7 ft. stroke. Four wr. boilers. Owned by Capt. Marsh McDonald and originally was named MARSH McDONALD. Capt. J. M. Pickorstaff was the first master. Capt. McDonald who owned this boat and others (see BERTHA) lived at Glen Osborne, Pa. in a fine home still standing in 1947. His sons Joseph C. McDonald and Edw. N. McDonald were later connected with the Combine, formed the Pittsburgh Sand & Supply Co. of Badon, Pa. in 1907, built the first commercial motor twin prop tunnel-hull towboat in the Pittsburgh area, named her BUD. Frederick Way (Sr.) joined this firm and for many years was its president. The HORNET NO. 2 went in the Combine and sank at Paden City, W. Va. in ice, January, 1904, caught fire as she went down, and burned. Called "NO. 2" because of a prior boat of the name b. Pittsburgh in 1853.

T-370 HUNTER NO. 2 Stw pb wh b. Pittsburgh, Pa., 1863. 103 x 17 x 3.5. Engines 13's- 5 ft. stroke. Two wr. boilers. Long owned by Capt. Israel Koefer, later by Albert Kimling of McKeesport, Pa. and survived until at least 1903, possibly later.

T-371 I. LAMONT HUGHES Stw pb sh --Originally the H. D. WILLIAMS, which see for building details. After renaming she took down the "Century Tow" for Carnegie Steel, Capt. W. P. Buttonfield, January, 1934. In operation

T-372 I. N. BUNTON NO. 2 Stw pb wh b. Pittsburgh, Pa., 1884.  
131 x 24.8 x 4. Built for the Walton Coal Co., Pittsburgh, and later  
went in the Combine, and continued towing for them until dismantled at  
Brown's Station, Monongahela River, summer of 1907. Capt. C. C. Bunton  
took the pilothouse home and used it for a summerhouse. The first  
vessel of this name, I. N. BUNTON, b. 1860, struck a pier at Davis Island  
Dam, Ohio River, January 1, 1884, caught fire, and sank. The crew was  
rescued by the towboat JOHN T. CASE (later D. T. WATSON).

T-373 I. N. FLESHER Stw pb wh b. Pt. Pleasant, W. Va., 1908.  
126.8 x 26 x 4.6. Machinery from former towboat ANNIE L., see. Went to  
Mt. Vernon, Ind. and towed out of Wabash River and elsewhere. Eventually  
burned.

T-374 I. N. HOOK Stw pb wh b. Marietta, Ohio, 1899/ 109.9 x 19.4  
x 3. Built by Capt. Charley Hook, originally single deck. Sold to  
Aberdeen Coal & Mining Co. and operated on Green River, where a cabin was  
added. Also there, in same service, was the JOHN T. CARSON, see. Was  
dismantled and machinery, etc. went to building the "little" RESOLUTE, see.

T-375 IDA BUDD Stw pb wh b. Cincinnati, 1882. 121.9 x 26.2 x  
4.6. Originally named JAMES TAYLOR and had engines, etc. from the for-  
mer towboat WILD DUCK b. Pittsburgh 1865 with 17's- 5½ ft. stroke engines.  
Towed coal and salt out of Pomeroy Bend for the Pomeroy Towboat Co. and  
was dismantled at Pittsburgh in 1897.

T-376 IDA PATTON Steam tug, single prop, ih. b. Dubuque, Iowa,  
1884. 74.8 x 13.8 x 4. Still operating 1905. Also see JOY PATTON.

T-377 ILLINOIS Steam twin prop sh b. Stillwater, Minn. by Marietta  
Mfg. Co., 1921. 230 x 50 x 6. Triple expansion condensing engines,  
2400 hp. Originally built as a sternwheel boat, although the photograph  
we have was taken after conversion to propeller. In operation, 1947.

T-378 INCO NO. 1 Self propelled barge, sh. b. Jeffersonville, Ind.,  
1916. 240 x 42 x 6.2. Four propellers. Burned petroleum fuel, 29 deg.  
Beaume gravity. Each engine was 80 hp. rating. Props 51" diameter. There  
was a centrifugal pump in the forward part of the hull which forced water out  
either side and was used for steering; designed to allow the boats to turn  
when light in 40 mph. winds. Could carry 2,000 tons. Built for the Inland  
Navigation Co., John H. Bernard, president, and partly superintended by John  
M. Sweeney. Arrived in New Orleans, first trip, April 24, 1916, Capt. Henry  
Lindenburn, master-pilot; Charlie O'Neal, pilot. George T. Heckmann, chief  
engineer; Courtney Ellis, second engineer. In 1919 was sold to Sugar  
Products Co. for conversion into cargo barges.

T-379 INDIANA Steam twin prop tb sh b. Charleston, W. Va. by Ward,  
1930. 161 x 40.6 x 6. Turbo-electric drive, 2000 hp. Sister boat to  
the LOUISIANA, both of which are owned by Mississippi Valley Barge Line Co.  
and in operation 1947.

T-380 INLAND Stw tb wh b. Paducah, Ky., 1927. 134.7 x 26 x 5.  
Engines, etc. from former towboat MARGARET b. Evansville, Ind., 1894, see.  
Operated by American Barge Line Co. Sank at Warwood, W. Va. in December,  
1937 at the Costanzo Coal Co. tipple below Lock No. 12. She was going in  
for coal, struck the submerged wreck of the towboat VOYAGER (see). Was



raised and John F. Klein sold the hull to Jim Bonnell of Cincinnati in May, 1940, and a showboat was built thereon named COTTON BLOSSOM and it opened for business at Ludlow, Ky. in September, 1940. Burned at Memphis on February 27, 1943. Engines and boilers from the INLAND were sold to Capt. R. J. Hiernaux of Charleroi, Pa.

T-361 INLAND wreck --Same boat described above after sinking at Warwood, W. Va. and after the river had fallen, exposing the wrecks of both INLAND and VOYAGER.

T-362 INTERSTATE Stw tb wh b. Rock Island, Ill., 1920. 114 x 23 x 3.6. Built from former rafter OTTUMWA BELLE, which was at the Kahlke shipyard. Owned by Mississippi Sand & Gravel Co., St. Louis, and chartered to Klein and Katz to tow St. Louis garbage on contract, December, 1923. Later was owned by H. C. Blasko.

T-363 INSPECTOR Steam prop tb sh b. Charleston, W. Va. by Ward, 1915. 144 x 26 x 6. One of the early propeller towboats with a tunnel hull and twin props. This picture taken when she was new.

T-364 INSPECTOR --Same as above after a complete rebuilding at Ayer & Lord marine ways, Paducah, Ky., 1929. In 1947 is part of the U. S. Engineer fleet, Memphis, Tenn.

T-365 INVERNESS Stw rafter wh b. La Crosse, Wis., 1886. 129 x 21 x 4.8. Owned 1896 by La Crosse & Mississippi River Towing Co. Had engines from the rafter A. REILING b. Bellevue, Iowa, 1876. The Ayer & Lord Tie Co. of Paducah bought this boat in April, 1901. Still there, 1903.

T-366 IOWA Stw tb sh b. Stillwater, Minn. by Marietta Mfg. Co., 1921. 270 x 58 x 8. Engines 24's, 48's- 8 ft. stroke. Paddlewheel 24 ft. dia., 38 ft. long, working 12 buckets with 4 ft. dip. Four of these boats were built, the others being the ILLINOIS, MINNESOTA, MISSOURI. All four were later converted to propeller boats and are operated by Federal Barge Line.

T-367 IOWA --Same as above after conversion to propeller.

T-368 IOWA CITY Stw rafter wh b. Iowa City, Iowa, 1866. 72.61 tons. "Not much better than a stern crow with oars" says Capt. Walter Blair. Was registered at Galena, Ill., 1876.

T-369 IRENE D. Stw rafter wh b. Rock Island, Ill., 1866. 133.5 x 29.6 x 4.8. Engines 12's- 8 ft. stroke built by Kattenbracker & Voithe of Le Claire, only rafter with an eight-foot stroke besides the CHANCY LAMB. She was built for D. F. Dorrance, a rapids pilot. He overreached himself and sold her to Capt. Walter Blair, McDonald Bros. and Dinsey & Son and Capt. Dana Dorrance. They sold her in time to Thomas Adams of Quincy, Ill. who made her over into the FLYING EAGLE which was lost after striking a bridge pier at Hannibal, Mo. while out with an excursion during high water. This happened on June 3, 1903. No loss of life.

T-390 IRON AGE Stw tb wh b. Pittsburgh, Pa., 1880. 175 x 32 x 5.5. Engines 22's- 8 ft. stroke. Five wr. boilers. Left Pittsburgh on March 27, 1880 on maiden trip in charge of the following crew: Capt. Charles S. Leiving, master; W. B. Dunlap, clerk; Story and Mark, engineers; Armstrong and Wilson, mates; Robert McLaughlin, steward. John Moore and Jesse Mannah, pilots. About 1905 the engines of the IRON DUKE (see) were placed on this

boat making her 25's- 6 ft. stroke. She was built to take the place of the IRON MOUNTAIN (see) after Gray's Iron Line had sold that boat. The IRON AGE had the first electric headlight seen or used in Pittsburgh, an arc light. She was built under the supervision of James Elliott who, to that time, had probably built more towboats around Pittsburgh than anyone save Capt. James A. Blackmore. Her boilers were steel, drilled holes, double riveted. Had a cast steel shaft 11½" diameter in the journal, 28'2" long made by Nashua Iron and Steel Co., Nashua, N. H., being the third shaft made by that firm for Gray's Iron Line. Burned her pilothouse off at Pittsburgh, January, 1903. Eventually dismantled. Capt. Richard C. Gray, principal owner of this boat (1822-1888) formed Gray's Iron Line in 1863 with Capt. M. W. Beltzhoover, former master of the side-wheel BUCKEYE STATE. They owned a fleet of model barges and took iron and steel products from Pittsburgh to St. Louis and returned with miscellaneous cargoes. This continued until Capt. Gray's death in May, 1888. In November, 1888, much of the floating equipment was sold to Tennessee Navigation Co., Riverton, Ala.

T-391 IRON CITY Stw pb wh b. Pittsburgh, Pa., 1873, and came out in August of that year commanded by Capt. Warren Elsey. She ran many trips on the Allegheny River. In the spring of 1877 she undertook a trip to Tionesta, Pa. and while enroute was stranded at Pithole, Pa. about 6 miles above Oil City on the Allegheny River. Capt. Elsey built a wing-dam from cross ties to keep her afloat all summer and rains finally released the boat in the fall. The IRON CITY changed hands and later struck a gas main at Horrs Island, Allegheny River, broke it open. The escaping gas caught fire, burned the boat and injured many of the crew.

T-392 IRON CITY Stw pb wh b. Parkersburg, W. Va., 1912. 120.6 x 22.9 x 3.4. Owned by Iron City Sand Co., Pittsburgh, Pa. which also ran the P. M. PFEIL, see. IRON CITY burned in latter August, 1934, was rebuilt (see next listing).

T-393 IRON CITY --Same as above after rebuilding, 1934, now owned by Iron City Sand & Gravel Co., Pittsburgh. In operating condition 1946.

T-394 IRON CLIFF Stw tb wh b. Pittsburgh, Pa., 1861. 132 x 24 x 4. Registered at Evansville, Ind., 1864, at Wheeling, 1892. Towed on contract owned by Capt. David Stout who also operated the LITTLE SAMSON (see). Capt. David Stout crossed the plains from Omaha, Neb. to Denver, Col. on an ox train in 1859 accompanied by his wife. A son was born to them when they arrived in Denver, August 30, 1859. This son, first white child born in Denver, was named J. Denver Stout and later grew up to become a steamboatman with the Barrett Line and the Hartwegs of Cincinnati. Capt. David Stout returned to own the Kanawha towboats IRON CLIFF and LITTLE SAMSON. The IRON CLIFF was sold to Greenville, Miss. in August, 1896, and Harry Doss piloted her down.

T-395 IRON DUKE (first) Steam tug, wood hull, prop. b. Dana, W. Va., 1912. 83.6 x 13.4 x 4. Used in Kanawha River as a harbor boat for the Campbell's Creek Coal Co. until dismantled in March, 1935.

T-396 IRON DUKE (second) Steam tug, steel hull, prop. b. Pt. Pleasant, W. Va. by Marietta Mfg. Co., 1935. 80.3 x 18 x 4. Used at Reed, W. Va. as a harbor boat for the Hatfield-Campbell's Creek Coal Co. and in operation in 1947.

T-397 IRON MOUNTAIN Stw tb wh b. Freedom, Pa. and completed at Pittsburgh, 1872. 161 x 35 x 6. Engines 22's- 8 ft. stroke. Five wr. boilers. Owned by Gray's Iron Line. (see IRON AGE). Was sold to tow on the Mississippi River about 1879, and hit an obstruction at Island 102 at a place then called Stumpy Point, March 25, 1882. She sank and broke up and in June that year parts of the cabin, ice box, etc. were located in Omega Crovasse.

T-398 IRONSIDES Stw tb wh b. Pittsburgh, Pa., 1869. 154 x 30 x 5.4. Engines 20's- 7 ft. stroke. Four boilers. On her first trip from Pittsburgh to St. Louis and return, which required seven months, she was reputed to have paid for herself and returned an additional profit of \$3,000 for her owners, Gray's Iron Line. Capt. Wm. McElhorrnan, master, in 1872. Her departures with model barges from Pittsburgh were advertised in Pittsburgh newspapers same as packets during the 1870's. Capt. R. C. Gray maintained an office at 94 Water Street, Pittsburgh. On April 14, 1896 she left Pittsburgh with a cargo valued at \$250,000, which was an "eye opener" then, mostly iron and steel products. Frank L. Sibloy recalls that it was the IRONSIDES which brought down the first locomotive for the Hocking Valley Railroad, delivered it on a barge at Gallipolis. Sank at Belleville Island, Ohio River, June, 1896, was raised. Burst a boiler flue and wrecked the forward end of the boat at Bahore's Landing, February, 1900, was repaired. Went in the Combine, 1900, thenceforth towed coal south. Her crew in 1900: Capt. D. Foreman, master-pilot; C. Foreman, pilot; A. O. Edwards and Leo Kasety, engineers; William Martin, mate; George Calhoon, steward. The Combine renamed her W. K. FIELD in 1914, which see for other news.

T-399 IROQUOIS Stw pb sh b. Dubuque, Iowa, 1912. 146.2 x 26.5 x 4.7. Engines 12's- 5 ft. stroke. Owned by U. S. Engineer Dept., Cincinnati. In 1941 was sold to American Rolling Mill Co. and renamed CALVIN VERITY, which see.

T-400 ISAAC STAPLES Stw rafter wh b. Stillwater, Minn., 1878. 135 x 26. Owned by Isaac Staples, Esq. who also built the I. E. STAPLES at the same time. The LAFE LAMB and GEORGIE S. were bow boats for these two. Burned at the yard, Wabasha, Minn., December 2, 1907, and the J. W. VAN SANT and CYCLONE also were burned.

T-401 ISAAC STAPLES burned. --Same as above after the fire at the Wabasha yard. A good photograph of the destruction of the three boats.

T-402 ISABELLA Steam tug b. Evansville, Ind., 1860. 95.5 x 22 x 4.8. Built for John Ingle & Co. who operated Ingleside or Bodium coal mines. She frequently towed transfer barges for the L. & N. Railroad. Later owned by Capt. Robert Hornbrook and his son Sam Hornbrook, along with the INGLESIDE, JACK OSBORNE and the packet LENA M.Y. Still running 1903.

T-403 ISERE Stw single dock wh b. Pt. Pleasant, W. Va., 1888. 101.3 x 20.4 x 3.7. Owned by Capt. Alex Montgomery of Cincinnati and sank in the Kentucky River, June, 1894--this being the third time she had sunk in two years.

T-404 ISSAQUENA Stw tb sh b. Jeffersonville, Ind., 1913. 171 x 30 x 6. U. S. Engineer Dept., Vicksburg, Miss. Was later renamed TOLLINGER, which see.

T-405 ISTHMIAN Stw pb sh b. Ambridge, Pa. at American Bridge Co. and completed at Coal Valley, Pa. marine ways, 1926. 147.5 x 33.4 x 5.2. Engines condensing 15's, 30's- 7 ft. stroke. Four wr. boilers. On the initial trip of this boat her boilers swelled in diameter while entering Emsworth Lock, Ohio River, and had to be removed. Owned by Carnegie Steel Co. and later renamed THOMAS MOSES, which see.

T-406 ISTROUMA Steam fire tug, single prop, sh. b. Shooters Island, N.Y. by Townsend & Downey Shipbuilding Co., 1902. 149.7 x 26.1 x 15.2. Condensing engine. Originally named CORNELL owned by Cornell Steamboat Co. on Hudson River. She had Foster-Wheeler boilers placed in 1925, first such installation on the Mississippi River. Owned by Standard Oil Co. of N. J., Louisiana Division. In operation 1947.

T-407 J. A. DONALDSON Stw tb wh b. Pittsburgh, Pa., 1873. Originally named JOS. WALTON, which see for details of build. Was renamed during a rebuilding program about 1913. Owned then by the Combino, Pittsburgh. She went to the boneyard in 1916. The hull, with cabin still on, but all machinery removed, was bought by Independent Packet Lines and used as a wharf-boat at Pittsburgh, spring of 1920, and later served in the same capacity at Steubenville, Ohio. Other old towboat hulks brought out of their graves about this same time for various purposes were the ALICE BROWN, PACIFIC NO. 2, SAMUEL CLARKE, all see.

T-408 J. B. FINLEY Stw tb wh b. Elizabeth, Pa. as TRANSPORTER and completed at Marietta, O., 1900. 209.8 x 42.8 x 7. Marietta engines, 21's, 45's- 9 ft. stroke. Her construction was commenced by the Pittsburgh Transportation Co. who were going to call her TRANSPORTER, and before the vessel was completed she had gone into the newly formed Combino and she was named for the president of the firm. J. B. Finley, Esq. was from Monongahela City, Pa., and later was president of the Colonial Steel Co., died in 1922 aged 72. This boat was a big one, in a class with the SPRAGUE and JOS. B. WILLIAMS, and was light draft in addition. She towed 36 empties up from Cincinnati to Middleport, O. on a 4.5 foot stage in December, 1901, with Jim Rowley and Henry Nye in the pilothouse, a record. Her "Big Spill" will long be remembered by residents of the Cloverport-Tell City area: in August of 1903 she lost 22 loaded coal barges and 3 model barges of steel rails at Hog Point, smashing them down over the rocks along the Indiana shore. When the Combino stopped towing south the FINLEY was chartered to the Aluminum Ore Co. on May 4, 1917, and purchased by that firm July 1, 1917. She was taken to the marine ways at Paducah for an overhaul and burned up on the cradles on August 2, 1918.

T-409 J. B. LEWIS Stw tb wh b. Middleport, Ohio, just above the wharf grade, 1900. 141.4 x 26 x 4.4. Engines 16's- 6 ft. stroke first on the HANKEYE NO. 2 b. 1863, then on the WM. ERNST b. 1873 (see). Owned by Collins and Hartweg and towed Kanawha River coal to Cincinnati. Capt. William Martin was master on her from the day she came out until she was sold south to Capt. George W. Whiteman of New Orleans, which was about 1913. She was laid up in the bend of Nine-Mile Point above New Orleans when a storm sunk her in August, 1926. Capt. Whiteman bought the NEW ORLEANS (see) to replace her.

T-410 J. B. SMITH Stw tb wh b. Pine Barron, Fla., 1914. 147 x 26.4 x 5.2. Originally the ALABAMA (U.S.S.C.) then CAPITOL at Mobile, Ala. She came to the Ohio River owned by Delta Transportation Co. of Memphis and towed beer from Evansville. In 1943 sold to River Barge Cleaning Co. and was taken to Avondale, La.

T-411 J. C. ATLEE Stw rafter wh b. Rock Island, Ill., 1886. 101 x 19.4 x 3.8. Built for S. and J. C. Atlee for rafting purposes. Later traded to Parmalee Bros. for the OTTUMWA BELLE, see. About 1901 was sold to Anderson Tully and Co., Memphis, and joined their towing fleet which, in 1905, composed the J. C. ATLEE, L. E. PATTON, JOY PATTON, J. M. LINDER.

T-412 J. C. McCLAIN Stw pb wh b. Point Marion, Pa., 1924. 71 x 18 x 3.8. Chain drive to paddlowheel. Later converted to diesel, owned by McClain Sand Co., Point Marion, Pa. on Monongahela River.

T-413 J. C. RAWN Stw tb sh b. Jeffersonville, Ind. 1911. Originally named H. S. CHAMBERLAIN, which see for details of build. In 1926 was rebuilt at Paducah, renamed WEBER, then owned by Northwestern Terminals Co., Evansville, Ind. About 1930 sold to Ohio River Dredging Co., Huntington, W. Va. and renamed J. C. RAWN and at that time acquired the whistle from former packet URANIA. She went out on the low shore opposite Gallipolis, Ohio, on February 13, 1937, during high water and a series of earth dams were built to float her off. On December 7, 1939, while raising steam at Huntington, W. Va., she exploded her boilers with several deaths and injuries. Her hull remains afloat at Huntington 1947.

T-414 J. C. RAWN stranded --Same vessel reported above photographed while stranded opposite Gallipolis.

T-415 J. C. RAWN wreck --Same as above, after the boiler explosion at Huntington, W. Va.

T-416 J. C. REYNOLDS Stw pb wh b. Pt. Pleasant, W. Va., 1902. Burned at New Iberia, La., late November, same year. Capt. Josse Johnson.

T-417 J. C. RISHER Stw pb wh b. Pittsburgh, Pa., 1873. 134 x 22 x 4. Built for J. C. Risher & Co., coal operators. When Mr. Risher died about 1889 his holdings were sold to S. S. Crump and T. H. Crump (his son) with mines at Dravosburg, Pa., Monon River. Went in the Combine, 1900, and towed for them until dismantled about 1919. She was torn up below the Dravosburg bridge. Sandbar Zenn says she had outrakers, and was one of the very few pool boats which were built that way--the NELLIE WALTON was another.

T-418 J. D. AYRES Stw pb sh b. Midland, Pa. by Midland Barge Co., 1929. 151 x 34.7 x 6. Condensing engines, 15's, 30's- 7 ft. stroke. Four boilers. Owned by Union Barge Line Co. and in operation 1947.

T-419 J. E. LEONARD Stw pb wh b. Brownsville, Pa., 1903. 109 x 20.9 x 3.5. This picture was taken on Monongahela River in a heavy ice about 1904. So far this scribe has not talked with anyone who remembers this boat. Not registered 1908.

T-420 J. F. BUTTS Stw pb wh b. Madison, Ind., 1919. 106 x 22.5 x 3.7. Owned by the Hickey Transportation Co., was completed at Carrollton, Ky. and much equipment from former towboat REBA REEVES (see) used in building. In 1934 she tended the dredge which tore out the Madison dike. Dismantled at Reed, W. Va., 1942 and made into a pumpboat.

T-421 J. H. DONALD, JR. Stw pb wh b. Ripley, Ohio, 1920. 150 x 28. Boilers placed at Middleport, Ohio, and engines at Pt. Pleasant, W. Va. Engines 14's- 6 ft. stroke Owned by Capt. J. H. Donald of Ripley, father of

Will Donald who ran the Maysville, Ky. wharfboat during Greene Line days. This boat did job towing and burned at Ripley while laid up on December 22, 1925.

T-422 J. H. HILLMAN Stw pb sh b. Ambridge, Pa. by American Bridge Co., 1927. 148.2 x 33.4 x 5.9. Condensing engines, 16's, 32's- 7 ft. stroke. Five wr. boilers. Owned by Hillman Transportation Co. and in operation in 1947. Also see HILLMAN for wooden boat which preceded her.

T-423 J. H. McCONNELL Stw pb wh b. Marietta, Ohio, 1877. 117.9 x 20 x 3.7. Named for the noted machinist of the Marietta Mfg. Co., "Jim" McConnell. Engines 13's- 5 ft. stroke. Originally owned by Capt. Steve Davis of Marietta (see CATHARINE DAVIS) and this whistle from the McCONNELL later went on the CATHARINE DAVIS. Was sold to the Yellow Poplar Lumber Co. and renamed YELLOW POPLAR, which see. Note: There also was a towboat named JIM McCONNELL b. Marietta, 1892 (see JOHN MCKEY).

T-424 J. H. McCrady Stw pb wh b. Pittsburgh, Pa., 1882 and was earlier named TWILIGHT, which see for building details. Renamed by McCrady-Rodgers Co., sand dealers of Pittsburgh at the time the firm was organized. She towed sand in the Pittsburgh area until dismantled at Pittsburgh, 1944.

T-425 J. J. McVICCAR Stw tb wh b. Paducah, Ky., 1936. 126.5 x 27.5 x 4. Built from the former towboat W. J. JACKSON, which see for details. Owned by Hardy L. Roberts, son-in-law of F. W. Olcott. Sank 18 miles below Paducah in October, 1941, dismantled.

T-426 J. K. GRAVES Stw rafter, sh. b. Dubuque, Iowa, 1885. 117 x 20. Owned by Teyerhaeuser & Denkmann, and when the raft industry played out was sold to John Macklor of Cairo, Ill. Sank in Walnut Bend, 15 miles below Helena, Ark., May, 1900, with loss of three lives.

T-427 J. L. PERRY Stw pb sh --Originally the towboat W. H. CLINGERMAN b. Pittsburgh, 1918. See W. H. CLINGERMAN for details of build. Was renamed J. L. PERRY in May, 1938, owned by Carnegie Steel Co. Again renamed A-1 in spring of 1945. Sold to Crucible Fuel Co. in August, 1945, renamed W. P. SNYDER, JR., which also see.

T-428 J. L. PERRY Stw pb sh b. Ambridge, Pa., 1927. --Originally the towboat ALLEGHENY, renamed June, 1945. Owned by Carnegie-Illinois Steel Co. See ALLEGHENY.

T-429 J. M. GRUBBS Stw single deck wh b. Delhi, Ohio, 1898. 89.8 x 22 x 2.9. Spent most of her life between Big Sandy River and Louisville doing general towing.

T-430 J. M. GRUBBS Stw pb wh --same as above after she acquired a cabin. Owned in 1925 by Capt. Steven E. Price, Newport, Ky.

T-431 J. M. RIGHTMAN Stw rafter wh b. Sterling Island, Mo., 1899. 121 x 23.5 x 3.9. Engines 12's- 6 ft. stroke. Two wr. boilers. Owned by Jacob Rightman & Sons. Capt. Jim Rightman, master of this boat, later was "Commodore" for the Drs. Mayo. This boat did packet work on Missouri River, 1900. Later sold and renamed CONQUEST, towed showboats (see).

T-432 J. N. PHARR Stw tb sh b. Nashville, Tenn., 1923. 108.2 x 26 x 4.4. Owned by Capt. Jos. Chotin. Capsized in a storm at Paducah, Ky., June 30, 1936, drowning five, including Capt. Warren Kouns. Capt. Jos. Chotin and his son Scott were aboard at the time. The hull was salvaged and rebuilt into the diesel towboat IRVIN S. COBB. There was a prior J. N. PHARR with wood hull b. Berwick, La., 1910, first named D. A. BOYCE which was sold to Tampico, Mex. and sank on Panuco River, Mexico, 1921.

T-433 J. O. COLE Stw pb wh b. Cincinnati, 1900. 125 x 25 x 4.6. Owned by C. C. Crane Co., Cincinnati and towed logs from Big Sandy River to this firm's hoist located across from Cincinnati waterworks. Capt. Lewis Tanner got the boat 1917, sold her to Fairview Mining Co., Shawneetown, Ill. They swapped her off for the REAPER (see) after she had been sunk in the ice winter 1917-18, and later the Ayer & Lord Tie Co. rebuilt her into the towboat W. L. DERRY (see).

T-434 J. P. JACKSON Stw tb wh b. Cincinnati, 1891. 161 x 29.6 x 5.5. Towed for the Interstate Transportation Co. between New Orleans, St. Louis and Pittsburgh, Capt. Larry Mohaffey, master. In May, 1894, she left Louisville for the south with 7 models, 7 square barges and fuel flats containing 12,000 tons of iron products, nails, etc., 270,000 bricks, 1,000 brl. salt, etc. then considered a record tow. Burned and sank at Gretna, opposite New Orleans, along with the ARTHUR LAMBERT, about 1895.

T-435 J. R. NUGENT Stw tb wh b. Paducah, Ky., 1931. 120 x 27.1 x 4. Engines 15's- 5½ ft. stroke from former towboat LEE H. BROOKS. Originally named PHILLIPS. Owned by Nugent Sand Co., Louisville, Ky.

T-436 J. R. WARE Stw pb wh b. Cincinnati, 1911. 107.6 x 26.5 x 2.8. A job towboat, lost in ice at Manchester Islands, Ohio River, January 29, 1918. The wreck was salvaged and from it emerged the towboat M. T. EPLING, which see.

T-437 J. R. WELLS Stw tb wh b. Tusculumbia, Mo., 1898. 110.6 x 20 x 4. Engines 10's- 4 ft. stroke. One boiler. Originally a packet on the Missouri River operated by Anchor Milling Co. Later used for towing and operated by Stanton & Jones, Leavenworth, Kan. While in winter quarters at Pelican Bend, Missouri River, was cut down by ice, January 30, 1920.

T-438 J. R. WELLS --Same as above after the sinking.

T-439 J. S. KEATOR Stw rafter wh b. La Crosse, Wis., 1873. 123 x 24.5 x 4.7. Originally named ROBERT ROSS. After the Keator mill burned this boat was laid up in Cat Tail Slough and later sold to Capt. L. E. Patton of Memphis.

T-440 J. T. HATFIELD Stw tb wh b. Pt. Pleasant, W. Va., 1904. 144.5 x 28.6 x 5.6. Engines 16's- 6 ft. stroke from former towboat HENRY DE BUS (see). Towed coal from Kanawha River to Cincinnati and Louisville, owned by Hickory Transportation Co., Hatfield-Reliance Coal Co., and then by Hatfield-Campbell's Creek Coal Co. Sank at Gallipolis, Ohio, February 1, 1920, raised. Sank at Guyan, January, 1925, raised under her own steam. Sank while laid up at Charleston, 1935, raised, and finally dismantled in mouth of Elk River, early 1930. Her "wild cat whistle" went to the D. T. LANE and then (we fool reasonably sure) to the JULIUS FLEISCHMANN.

T-441 J. T. HATFIELD sunk --Same as previous listing, pictured sunk at Charleston, W. Va.

T-442 J. T. HATFIELD Stw tb sh Originally the towboat GENERAL ASHBURN which see for building details. Renamed spring of 1945 by Ohio & Kanawha Transportation Co. who had bought her in 1941. In operation 1947.

T-443 J. W. MILLS Stw rafter wh b. Paducah, Ky., 1872. 109.7 x 22.2 x 3. Owned by W. J. Young & Co., Clinton, Iowa, Capt. Paul Korz. This was the "family boat" of the line until the DOUGLAS BOARDMAN was built (see). Cpts. Sam Van Sant and Walter Blair bought this boat in 1883 from the Young firm for \$7,000 and she paid out in two seasons. They traded her to Parmalee Bros. of Canton, Mo. for the CITY OF QUINCY in spring of 1894. This firm dismantled the J. W. MILLS that summer and used the engines, shaft, etc. on the OTTUMWA BELLE built at Canton, which see.

T-444 J. W. VAN SANT Stw rafter wh b. Le Claire, Iowa, 1890. 140 x 30 x 5.4. Burned at the Tabasco marine ways, December, 1907, along with the CYCLONE and ISAAC STAPLES, which see.

T-445 JACK FROST Stw tb wh b. Jeffersonville, Ind., 1881. 165 x 30 x 5.4. Engines 22's- 7 ft. stroke. Owned originally by Huse & Loomis Ice & Transportation Co. who shipped Illinois ice from Peru to St. Louis, and distributed to Memphis and New Orleans. William L. Huse, president, also was stockholder in the Mississippi Valley Transportation Co., whose boats were frequently chartered to tow ice. Sold in November, 1901 to Capt. T. J. Hall of the Hall Towboat Co., Cincinnati, who operated her on Ohio River until she wore out, then beached her at Willow Run, below the C. & O. bridge, Cincinnati, on the Kentucky shore, and dismantled her there about 1906.

T-446 JACK RATHBONE Stw tb sh b. Pt. Pleasant, W. Va. by Mariotta Mfg. Co., 1937. 190.1 x 42.1 x 7.2. Condensing engines, 16's, 32's- 10 ft. stroke. Two F-7 water tube boilers. Owned by Standard Oil Co. of N.J., Louisiana Division. In operation 1947.

T-447 JACOB HEATHERINGTON Stw tb wh b. Industry, Pa., 1875. 128.8 x 24 x 4.2. Engines 15's- 5½ ft. stroke. Owned by the Heatherington coal interests at Bellaire, Ohio, headed by Capt. Jacob Heatherington. This person started in business as a coal miner with a mule named Jack. Jake and Jack worked hard, did well. Jake built a pretentious mansion in Bellaire, and when ready for occupancy, he led Jack through every room in it, inasmuch as this was "the house that Jack built." A carved head of a mule adorned the front doorway many years. In 1897 the JACOB HEATHERINGTON was owned by Capt. W. D. Paden of Parkersburg, W. Va., engaged in towing cross ties. He sold the boat to Capt. Fred Hartweg of the Huntington & St. Louis Towboat Co. that same year and the Combine got her later, after 1900, renamed her GEORGE F. EAGAN and employed her on the lower Ohio River.

T-448 JAMES A. BLACKMORE Stw pb wh b. Pittsburgh, Pa., 1866. Engines 17's- 6 ft. stroke. Three wr. boilers. Towed coal south from Pittsburgh for Capt. Blackmore until he sold her to the Grand Lake Coal Co. about 1880. In April, 1881, while coming up through the chute at Sand Island, Portland, Ky. she capsized and rolled over bottom side up. Capt. James Hays was in command, with pilots A. J. Crow and his son John Crow. Nathan Barnes and Steve Rogers were the engineers; Thomas Brady, Steward. The machinery was salvaged and later placed on the towboat FALLIE, (see). The boilers were located and salvaged in 1882.



T-449 JAMES E. LOSE Stw pb sh b. Ambridge, Pa., 1922. Originally named WM. G. CLYDE which see for details of build. Was renamed in 1937. Owned by Carnegie-Illinois Steel Co., Pittsburgh, Pa. In operation 1947.

T-450 JAMES HOBSON Stw pb wh b. Cincinnati, Ohio, 1873. 101.74 tons. Registered at Louisville, 1882.

T-451 JAMES MOREN Stw tb wh b. Pittsburgh, Pa., 1895-96. 186 x 34 x 5.5. Engines 20's- 10 ft. stroke. Six wr. boilers. These engines were removed in later years (circa 1928) and new Marietta Mfg. Co. machinery placed, 16's, 32's- 10 ft. stroke. Built by the Moren coal interests, Pittsburgh. The Moren family came from Anderson's Landing, W. Va. where they had a home, farm and brickyard between King's Crock and Zalia, W. Va. on the Ohio River. The father, Arthur Moren, ran the brickyard, and the sons Arthur, John, Hugh, Thomas and James all became identified with the coal towing business. John, Hugh and Arthur formed the Advance Coal Co. in 1880 and sold out to the Combine in 1899. Arthur became master of transportation for the Crucible Fuel Co. and kept that position until he died in 1917. Capt. James Moren was instrumental in forming the Combine and later was traffic manager for the American Steel & Wire Co., Pittsburgh (see BRADDOCK, JUNIATA). The JAMES MOREN went in the Combine and remained in the coal towing business until the fall of 1915 when she was sent to the bonnyard. Brought out again in late June, 1917, and towed Kanawha River coal south assisted by the TOM DODSWORTH (see). In October, 1917 sold to the Barrett Line and they, in turn, sold her to Sugar Products Co. of N.Y. in December, 1919. In 1923 she became the property of Lent Traffic Co. headed by John F. Lent of Pittsburgh, and was rebuilt at the Paducah marine ways with J. W. Brown superintendent. Lent Traffic was an attempted barge line concern, with their Pittsburgh terminal in the old Exposition building at the Point. They failed, and the JAMES MOREN was sold to Standard Oil of La., and made her first trip between Grand Lake, Ark. and Baton Rouge, La. in August, 1925. Standard Oil changed her machinery (see above) and used her until about 1932 when they dismantled her. The machinery went to the towboat ALDS K. GORDON (see).

T-452 JAMES RUMSEY Steam propeller towboat, sh. b. Charleston, W. Va. by Ward, 1903. 119.6 x 22 x 4.1. Originally built for the U. S. Engineer Dept., Wheeling, W. Va. Although small, this boat created quite a tempest when new inasmuch as she was a "new fangled tunnel screw boat" and her builder boasted great things of her. After some debate a pushing contest was arranged and the RUMSEY was hitched head-on to the sternwheel towboat D. T. LANE (see) of equivalent horsepower, and both were ordered full steam ahead. Nothing definite was decided except charge was made that the LANE's indicator cards showed 220 pounds of steam and she was legally allowed 160. The sternwheel advocates challenged Mr. Charles Ward to take a tow out of Pittsburgh with the RUMSEY equal to one the VESTA (then new, see) could handle, and offered the price of the RUMSEY plus \$10,000 if she could handle it. The offer never was met. The RUMSEY was sold to Louisville Sand & Gravel Co. in late 1934 and her name changed to STEVE CLICK, JR. In 1946 resold to Kosmos Towing Co. and laid up in their fleet at Kosmosdale.

T-453 JAMES W. GOOD Stw tb sh b. Dubuque, Iowa, by Dubuque Boat & Boiler Co., 1930. 158.1 x 42 x 6.1. Condensing engines, 18's, 36's- 9 ft. stroke. Water tube boilers. Owned by Inland Waterways Corp., St. Louis, and in the Federal Barge Line 1937.

T-454 JAMES Y. LOCKWOOD Stw tb ih b. McKees Rocks, Pa. and completed at Marietta, Ohio 1896. 165.4 x 33 x 4.5. Engines 15's, 27's- 8 ft.

stroke. Hull was built on the river bank by Schultz Bridge & Iron Co. for Kavanaugh & Lockwood of St. Louis. Here is a steamboat which has spent her life in the railroad business: when constructed there also was built at McKees Rocks a 4-track railroad barge, 300 x 46 x 10, owned by the Mississippi River & Bonne-Terre Transportation Co. This towboat and barge transferred railroad cars from East St. Louis to Riverside and afterwards to Crystal City, picking up empties at that point and going on to Grand Tower where they took on coal and returned, picking up other items for delivery at St. Louis and East St. Louis: all of this handled in railroad cars. Then the LOCKWOOD towed a transfer barge for the M-P Lines at St. Louis from 1908 to 1927 when the WILLARD V. KING replaced her. Today she tows transfer barges at Natchez, Miss. and is owned by the Natchez & Louisiana Railway Transfer Co. Note: the picture we offer was made at Marietta when the boat was new and sunk: she went down before she made her maiden trip, was promptly raised.

T-455 JANET Stw pb wh --Originally the HERCULES CARREL, which see for building details. The Louisville & Cincinnati Packet Co. sold her to the McCord Sand & Gravel Co. and she was rebuilt at Canulette Ship Building Co. and renamed JANET. Eventually sank below the Mound City marine ways and was abandoned and dismantled. A correspondent to The Waterways Journal (see issue Jan. 13, 1940, article by Alonzo Seshar) says the CHAMPION NO. 8, from which the HERCULES CARREL originated, was built out of the KATE WATERS which was b. Cincinnati 1866. KATE WATERS was inspected at Galena, Ill., 1876, and KATE WATERS NO. 2 was inspected at Cincinnati the same year. The building date for the CHAMPION NO. 8 was 1871. Possibly the CHAMPION NO. 10 was intended.

T-456 JASON Stw tb sh b. Pt. Pleasant, W. Va. by Marietta Mfg. Co., 1840. 167 x 37.5 x 8.4. Condensing engines 16's, 32's- 10 ft. stroke. Two F-W steam generators. Sold to Union Barge Line Corp. in May, 1941, and continues to operate in their fleet 1947.

T-457 JAYHAWKER Stw pb wh --Originally the BEN FRANKLIN NO. 2, which see for details of build. Renamed by Tennessee Valley Sand & Gravel Co. Sank on Tennessee River February 1, 1937, raised. Again sank, this time at Mile 240.5, in Koger Island Chute, below Sheffield Cdt, on an old wall after Pickwick Pool had been filled up, January 25, 1939.

T-458 JENNIE BARRETT Stw tb wh --Originally towboat RED SPOT which see for details of build. Owned by Barrett Line of Cincinnati and sold about 1942 to Valley Barge Line, operated by B. F. Slaughter, at Mobile, Ala. Still there in 1947.

T-459 JEFFERSON Stw tb wh b. Wabasha, Minn. 1892 as towboat VERNIE M.C. which see. VERNIE M.C. became the BESSIE KATZ which was rebuilt and got engines from former packet SILVER WAVE, owned at St. Louis by Sam Bumgarten. When dismantled this machinery went to towboat FLOYD BLASKE. The JEFFERSON towed principally at St. Louis.

T-460 JENNIE BARBOUR Stw tb wh b. Jeffersonville, Ind., 1905. 110 x 26 x 4.5. Engines 12's- 6 ft. stroke. Owned by C. A. Barbour, Franklin, La. and named for his wife. Towed in Bayou Teche, later went to Houston, Tex. The Texas Oil Co. bought her, took her to Panuco River, Mexico, where she remained in business until dismantled in 1919. Her machinery went to the towboat R. C. HOLMES owned by Texas Oil and named for the president of the firm. A steel hull tug named JENNIE BARBOUR was built 1932, went to Seattle in 1934.

T-461 JEROME D. BAELER Stw tb sh b. Jeffersonville, Ind. by Howard, 1925. 107.2 x 23 x 4.5. Engines 10's- 5 ft. stroke. Two wr. boilers. Originally U. S. Engineer Dept. towboat CHICOT, sold to Commercial Bagge Lines, Inc. in June, 1941 and renamed. In 1943 again renamed ALEC PARNIE, and sold 1946 to Capt. Charles Stone, Ft. Pleasant, W. Va. for conversion to diesel.

T-462 JESSIE Stw pb wh b. Parkersburg, W. Va., 1870. 120 x 22 x 3.4. Originally a packet owned by Tobias W. Spencer of Gallipolis, Ohio, and James H. Price of Covington, Ky. Made a trip to New Orleans first year she ran. Was converted to towing and owned last by Capt. Dan L. Thomas and burned at Oak Ridge Mine, Manawha River, April 22, 1902.

T-463 JESSIE BILL Stw rafter wh b. Waukesha, Wis., 1882. 90 x 15 x 3.

T-464 JIM BROWN Stw pb wh b. Pittsburgh, Pa., 1881. 135 x 24.3 x 4. Engines 16½'s- 6 ft. stroke. Owned by Brown's Line and towed coal. Went in the Combine 1900 and continued active until dismantled at Elizabeth, Pa. in January, 1925, then owned by Pittsburgh Coal Co. She once sank under the Glenwood Bridge, Monon River, in March, 1904. Her pilotwheel was placed in the residence of Willis Shook, Edgeworth, Pa. Note: there was a prior vessel of this same name: the original JIM BROWN b. Brownsville, Pa., 1866 owned by William H. Brown and cut down by ice at Brown's Landing, Pool 1, Monon River, January 7, 1881, lost.

T-465 JIM MONTGOMERY Stw pb wh b. Ft. Pleasant, W. Va., 1883. 92.6 x 17 x 2.9. Originally named DOC HOY. Operated around Cincinnati and Louisville. Sold in March, 1899, to Capt. Ralph Emerson.

T-466 JIM T. DUFFY, JR. Stw pb wh b. Jeffersonville, Ind. by Howard in 1897. 120 x 26 x 3.8. Owned at Paducah, Ky. Sold to Mexican Petroleum Co. in 1920 for \$35,000 and was taken to Panuco River on a barge. Used there only three or four months, dismantled. Her hull and machinery were beached on the shore, still there in 1924.

T-467 JIM WOOD Stw tb wh b. Freedom, Pa. and completed at Pittsburgh, 1885. 169 x 32.2 x 5.8. Engines 22's- 8 ft. stroke, from the towboat GRAND LAKE NO. 2. Built for John A. Wood & Sons, Pittsburgh coal operators. Capt. James O. ("Jim") Wood commanded this boat many years. He started out on the river as deckhand on the towboat TOM JONES, 1866. Then mate on the ELLA b. 1866, then he cubbed and became pilot of the ELLA, piloted the STELLA b. 1868, and the SIMPSON HORNER b. 1866. In 1872 he commenced piloting for John A. Wood & Sons and was on the GRAND LAKE, TOM REES and NELLIE SPEER. Capt. Jim Wood was an ardent Presbyterian and conducted Sunday services on his boats and there was an organ installed in the cabin of the JIM WOOD for the purpose. When the Combine was formed, this boat went along in it, and continued to tow coal until she caught on the lower guide wall at Lock No. 33, Ohio River, November 9, 1917, sank. Capt. Jim Wood died June 29, 1916.

T-468 JIM WOOD WRECK --Same as above, showing her lodged on the guide wall at Lock 33. We have three unusual pictures of this event which should be included in any collection.

T-469 JOE CARTER Stw pb wh ---Originally COLLIER, which see for building details. Renamed 1939 by Hillman Transportation Co., after having been WM. C. SUTHERLAND prior. For past several years has been laid up in the Hillman fleet, Dravosburg, Pa.

T-470 JOE COOK Stw pb sh b. Nashville, Tenn. by Nashville Bridge Co., 1930. 112 x 26 x 3.5. Engines 12's- 5 ft. stroke from towboat J. R. WARE (see). Two wr. boilers. Owned by Pfaff & Smith Builders-Supply Co., Charleston, W. Va. and in operation 1946.

T-471 JOHN A. WOOD Stw tb wh b. Pittsburgh, Pa., 1870. 198 x 40 x 7. Engines 18's, 41's- 8 ft. stroke, first inland river towboat to have compound engines. Machinery built by A. Hartupac, Pittsburgh. Capt. Johnathan A. Wood was master of this boat many years. She had six wr. boilers. Originally owned by Horner, Wood & Co., coal operators at Pittsburgh, and towed to New Orleans. Went in the Combine, 1900. Her crew, 1899: Capt. Louis M. Spoor, master; Al Faulkner and John Pierce, pilots; Herbert Underwood and Wm. Carter, engineers; Thomas Murray and James O'Neill, mates; B. H. Covert, steward. Later Al Faulkner took command and was in that position nearly as long as she towed coal for the Combine. Capt. John A. Wood was one of six brothers: the others were Capt. Burr D. Wood (see B. D. WOOD), Capt. James O. Wood (see JIM WOOD), Capt. Jonathan A. Wood, David D. Wood (see DAVE WOOD) who was blind many years, and W. Murph. Wood. The Combine operated the JOHN A. WOOD until 1915 when she was laid up at Pittsburgh. There was a stir when, on July 17, 1918, W. Harry Brown announced he had bought her to rebuild, but nothing came of it, and in February 1919 she was turned over to the Pittsburgh Steel Co. along with all W. Harry Brown holdings. About Sept. 1, 1919, Capt. E. F. Weick, marine superintendent for Standard Oil of La. appeared in Pittsburgh and bought the boat, had her rebuilt at Elizabeth, Pa. and she cleared the Pittsburgh harbor on June 21, 1920 for Baton Rouge. She towed oil on the lower Mississippi until she burned at Baton Rouge in November, 1925.

T-472 JOHN A. WOOD --Same as above, pictured on Elizabeth, Pa. marine ways after being rescued from the "bonoyard" by Standard Oil of La.

T-473 JOHN A. WOOD --Same as above after rebuilt for Standard Oil of La.

T-474 JOHN BARRETT Stw tb wh b. Lovanna, Ohio, 1917. 112 x 26.3 x 3.5. Called the "One Arm John" as she had one smokestack. Operated by the Barrett Line of Cincinnati until sold, January, 1935, to Capt. Frank Denoon, Lacon, Ill. Note: there was another JOHN BARRETT . Lovanna, O., 1891 (see BIRMINGHAM).

T-475 JOHN C. FISHER Stw pb wh b. Pittsburgh, Pa., 1880. 133 x 25 x 3.4. Engines 14's- 6 ft. stroke. Three boilers. Built by James Rees & Sons Co. for Capt. John C. Fisher. Capt. Ed Hulings then had her and towed on the Allegheny River and elsewhere. Sank near Braddock, Pa., August 25, 1902, was raised and dismantled. Her engines, etc. went to the towboat JOHN F. KLEIN, see.

T-476 JOHN D. LEWIS Stw tb wh b. Cincinnati, Ohio, 1880. 148.2 x 28.2 x 4. Boilers were return flue, and she fired from the dockroom same as the JOS. NIXON, which see. Originally named LOOKOUT (see) and towed coal on Kanawha River. Sank near Cairo, Ill.

T-477 JOHN DANA Stw tb wh b. Madison, Ind., 1888. 153.2 x 30.7 x 4.4. Owned by Campbell's Creek Coal Co. of Kanawha River, and burned at their landing, Dana, W. Va., April 14, 1893.

T-478 JOHN DANA in ice --Same boat listed above pictured at Sagan Creek

Bond, Ohio River, December, 1892, locked in an ice jam. She was at Norse Landing, 5 miles below Patriot, Ind. and when the gorge broke she was carried down, holding steam and with crew aboard, and escaped into the mouth of the Kentucky River. Her crew on this occasion: Capt. E. A. Burnside, master; Charlie Morris and Tom Wright, pilots; John Calloway and Harry McFarland, engineers; George Torrence, mate; Perry Spencer, watchman; John Greenlee, cook; Belle Stribling, chambermaid.

T-479 JOHN DIPPEL Steam tug wh b. Pittsburgh, Pa., 1881. 60 x 14.6 x 5. Picture taken about 1916 at Ambridge, Pa.

T-480 JOHN EVENS Stw tb wh b. Jeffersonville, Ind., 1913. 136.6 x 21 x 4. U. S. Engineer Dept., first at St. Louis, later at Memphis. Still going in 1929.

T-481 JOHN F. KLEIN Stw pb wh b. Brownsville, Pa., 1902. 120 x 23. Engines 14's- 5 ft. stroke. Owned originally by Dilworth Coal Co., Pittsburgh. After changing hands several times was sold by the U. S. Marshal to Kittanning Plate Glass Co., March 25, 1914. They sold her to Ashland Iron & Mining Co., Ashland, Ky., May, 1914. In 1925 she got boilers from the packet GREENWOOD, owned by Capt. R. J. Hiernaux, Charleroi, Pa. She sank at Weirton, W. Va. one night in 1929 and was lost. Capt. Hiernaux then built the LEONA, see.

T-482 JOHN G. BRITTON Stw pb wh b. Jeffersonville, Ind., 1932. 120 x 26 x 5. Engines 14's- 6 ft. stroke from packet GREENWOOD. Three wr. boilers. Originally named ECLIPSE and owned by John W. Hubbard and Capt. Ralph Emerson, who built her from the dismantled packet KENTUCKY formerly in the Louisville and Cincinnati trade. She got the whistle from the KENTUCKY which Capt. Billy Roe had made at the R. J. Hoslop Machine Shop, Ft. Pleasant, W. Va. to duplicate the original T. N. BARNSDALL whistle which was on the GENERAL CROWDER. Her roof bell came from the excursion steamer FRANCIS J. TORRANCE. While new she was sold to Campbell Transportation Co., rebuilt, and renamed JOHN G. BRITTON to honor the captain of that name who was long identified with Monongahela River packet navigation. Long commanded by Capt. Andy Sayre with William S. Pollock, pilot. Sold 1943 to Capt. Birch McBride, Louisville, and then acquired by Kosmos Towing Co. Afloat, 1946.

T-483 JOHN H. DOUGLASS Stw Rafter wh b. La Crosse, Wis., 1896. 145.5 x 26. Engines, boilers, etc. from former rafter DAN THAYER (see) b. 1884. Owned by Capt. George Winans of Taukosha, Wis. Was renamed SATURN after the first boat of that name burned in April, 1900. See SATURN.

T-484 JOHN H. SOELL Stw pb wh b. Parkersburg, W. Va., 1910. 103.1 x 20 x 3.3. Originally named LESLIE EICHEL (see) then E. C. CLARK. In 1925 owned by Missouri Portland Cement Co., St. Louis.

T-485 JOHN JAMES Stw pb wh b. Paducah, Ky., 1931. 111.7 x 24 x 4. Massman Construction Co. owned her until sold to Capt. Owen F. Burke of Mobile, Ala. in May, 1940. Capt. Burke died September 3, 1945 and the boat sank at Mobile shortly thereafter.

T-486 JOHN L. HOWDER Stw pb sh --Originally the HENRY A. LAUGHLIN which see for building details. Renamed JOHN L. HOWDER by Hillman Transportation Co., 1941. Capt. John L. Howder is manager of transportation for that firm. In June, 1945, the boat was sold to Crain Brothers, Pittsburgh, renamed ALLEGHENY, also see.

T-487 JOHN MACKEY Stw tb wh b. Marietta, Ohio, 1892. 120 x 23.5 x 3.6. Originally named JIM McCONNEL and renamed by Capt. John Mackey who towed with her on Kanawha River. Mackey sold her to Winifredo Coal Co. in December, 1899, and soon after Capt. Denver Stout came in control and continued to run her on Kanawha River until he sold her to Rodgers' Sand Co., Pittsburgh, June, 1903. Her stay in Pittsburgh was brief, as she was soon sold to the Barrett Line who dismantled the boat in 1906 at Pt. Pleasant, W. Va. and from her built to MAJOR SLACK (first) which later went to Mexico owned by Capt. C. A. Barbour of Houston, Texas. Somehow the roof bell from the JOHN MACKEY got aboard the J. H. McGRADY (see) and when that boat was dismantled it was presented to V. E. Bennett of Beaver, Pa.

T-488 JOHN MACKEY --Same as above in later years when cut down pool boat style.

T-489 JOHN MOREN Stw tb wh b. Pittsburgh, Pa., 1885. 148.5 x 27 x 4.5. Owned by the Moren coal interests of Pittsburgh (see JAMES MOREN) and went into the Combine, 1900. Burned at Cairo, Ill. near the Halliday elevator on April 8, 1907. Her engines went on the Pittsburgh-Cincinnati packet VIRGINIA replacing the original compound machinery with which that packet was first equipped.

T-490 JOHN PORTER Stw tb wh b. Pittsburgh, Pa., 1877. 175 x 33.8 x 5.5. Engines 28's- 8 ft. stroke originally on packet BOONE, then on towboat COAL HILL for 22 years. (COAL HILL was b. Pittsburgh, 1856; packet BOONE was b. about 1847). In mid-summer, 1878, this boat left New Orleans with empty barges for Pittsburgh, Capt. J. M. Bickerstaff in charge. At Plaquemine, La. a member of the crew was taken to a hospital with yellow fever. From then on the scourge spread among the crew and when she tied up because of some broken machinery three miles below Gallipolis 23 of her crew had contracted the disease and most of them were dead. The infection spread to the city and Gallipolis lost 66 citizens. The empty barges were burned and the boat was fumigated and afterwards sold to Mississippi Valley Transportation Co. and renamed SIDNEY DILLON. She never had any further fever trouble. The Barrett Line of Cincinnati got her and she burned at Sedamsville, November 5, 1895. SPECIAL NOTE; There is grave suspicion the picture we offer here is not authentic of the JOHN PORTER: it has been rephotographed from a newspaper picture and may have been "doctored."

JOHN R. Stw pb wh b. Murfreesville, W. Va., 1881. 122.7 x 19.7 x 4.4. Named for Capt. John Rust of Gallipolis, Ohio. Originally named NELLA F. BROWN. Capt. Gordon C. Greene piloted on this boat 1887 while she was helping with removal of dikes at foot of Blennerhassett Island, Ohio River. The boat burned at Brush Creek Island, Ohio River. T-491

T-492 JOHN ROSS Stw tb wh b. Chattanooga, Tenn., 1905. 121 x 22 x 4.5. Originally a packet owned by Tennessee Navigation Co. and sold to Capt. E. P. Matthews of Pt. Pleasant, W. Va., June 15, 1919. He ran her Gallipolis-Huntington trade for a week or so, then did general towing with her. Sold her to Hitner, the showboat man, and he used her to tow his showboat until she sank on the lower Ohio River. He replaced the boat with the GRACE DEVERS.

T-493 JOHN T. CARSON Stw tb wh b. Nashville, Tenn., 1892. 85 x 18.8 x 3. Owned by Aberdeen Coal Co., Aberdeen, Ky. on Green River. Name was changed to WILFORD about 1902. This company also operated the towboat I. N. HOOK (see).

T-494 JOHN T. WILSON --Originally towboat FRANK TYLER which see for details of build. Was renamed by Ashland Sand & Gravel Co. which bought her in June, 1920 to honor the father of Charles R. Wilson, president of the firm. Dismantled at Huntington, W. Va., 1943.

T-495 JOHN W. AILES Stw pb wh b. Pittsburgh, Pa., 1892. 135 x 25 x 4.2. In the Combine after 1900. She exploded her boilers just below Lock Two, Menon River, in February, 1902, upbound, waiting for lockage. Capt. Wm. Shaw was in command. This boat had 16's- 6 ft. engines from the towboat VETERAN NO. 2, b. Pittsburgh 1871. After the explosion she was raised and rebuilt into the Combine's towboat RANGER, (see).

T-496 JOHN W. HUBBARD Stw pb sh b. Neville Island, Pa. by Drevo Corporation, 1936. 171.5 x 34.6 x 7.2. Condensing engines by Mariotta, 16's, 32's- 8 ft. stroke. Five wr. boilers. Built for Campbell Transportation Co. and now in Mississippi Valley Barge Line Co. The CHARLES T. CAMPBELL is a duplicate, see.

T-497 JOHN W. WEEKS Stw tb sh b. Dubuque, Iowa, by Dubuque Boat and Boiler Co., 1928. 130.1 x 33.1 x 5.1. Condensing engines, 15's, 30's- 6.5 ft. stroke. Water tube boilers. Owned by Inland Waterways Corp. and operated by Federal Barge Line. In operation 1947.

T-498 JOSEPH A. STONE Stw pb wh b. Brownsville, Pa., 1871. 144 x 28 x 5. Engines 18's- 6 1/2 ft. stroke. Four boilers. Owned by Joseph A. Stone and others, coal operators at Pittsburgh. This boat later was renamed CRESCENT, which see.

T-499 JOSEPH B. WILLIAMS Dtw tb wh b. Pittsburgh, Pa., 1876. 210 x 40 x 6.5. Hartupoe condensing engines, 20's, 45's- 9 ft. stroke. Six wr. boilers. Levi Shook was her chief engineer for the first eight years. Built for the Grand Lake Coal Co. which was composed of Capt. Jos. B. Williams, Allen Kirkpatrick, Thomas Patterson, William Lucas and Jack Williams. This firm also owned the SAM MILLER, J. S. MERCER, and the JAMES A. BLACKMORE. When now the WILLIAMS had fancy-topped stacks which would be the envy of any big packet boat. In her second season she broke her shaft at Island 10 and caused a bend of 10 feet in her hull but, rigged up with a cottonwood tree, she hobbled back to Pittsburgh for repairs. In 1893 the Grand Lake Coal Co. failed and J. C. Risher & Co. bought the WILLIAMS. They failed. There was a Marshall sale and C. Jutte & Co. bought the boat for \$21,000, quit a bargain considering she cost about \$100,000. When the Combine formed the WILLIAMS went in the fleet and towed many large cargoes south, although her record trip was handled while Jutte owned her. In April, 1898, she hooked into 54 coalboats, 4 barges and 4 flats, a total of 1,453,000 bushels of coal. Although she double-tripped several times, the bulk of this cargo was handled between Cairo and New Orleans. Her crew at the time consisted of Capt. James G. Boazell, master; George W. Clark and Lute N. Moer, pilots; Henry Lindernburn, striker pilot; James, H. M. and Ellis Underwood, engineers; John W. Shook, mate; Ash Barnhart, steward. The WILLIAMS towed until the summer of 1914 when she was laid up for low water at Cairo, Ill. On October 14, 1914 she caught fire. Tugs pulled her away from the fleet and she burned and sank in mid-river. Capt. Jos. B. Williams died about the same time. In her time she had some bad spills: between December, 1901 and March, 1903 she had three major ones-- in December, 1901 she lost three at Deadman's Island and seven more at Carrollton, Ky. In March, 1903, she dropped 23 coalboats below Natchez out of a tow of 31. In January, 1900, she lost 17 out of 39 at Pt. Pleasant, Mo. In such manner the Pittsburgh coal barons were made barren.

NOTE: We have a number of photographs of the JOSEPH B. WILLIAMS; in ordering No. T-499 we will send one taken about 1885, laid up, with roll ornamentation on top of her stacks.

T-500 JOSEPH B. WILLIAMS --Same as described, photo taken under way on Ohio River about 1899, showing stern to good advantage.

T-501 JOSEPH B. WILLIAMS --Pictured on Ohio River, about 1900, a quartering front view.

T-502 JOSEPH B. WILLIAMS --Pictured on Ohio River, about 1900, broadside.

T-503 JOSEPH B. WILLIAMS --On marine ways at Paducah, Ky. in badly warped condition probably after sinking below Golconda, Ill., August, 1905.

T-504 JOSEPH B. WILLIAMS wreck. ---After she burned at Cairo, Ill.

T-505 JOSEPH B. WILLIAMS and her record tow, photographed at Greenville, Miss. and described on last page.

T-506 JOS. CHOTIN Stw tb sh b. Nashville, Tenn. by Nashville Bridge Co., 1936. Engines 12½'s, 24½'s- 6 ft. stroke from former towboat VESTA, (see). Three wr. boilers. Owned by Chotin & Pharr, New Orleans, La. Was converted to diesel and given prop stern at Slidell, La., 1945-46. Engines and boilers went to towboat OTTAWA (see).

T-507 JOSEPH NIXON Stw tb wh b. Pittsburgh, Pa., 1877. 163.5 x 26.6 x 5. Engines 20's- 7 ft. stroke. Built for Capt. Jos. Nixon, and her boilers were placed backwards so she fired from the deckroom (see JOHN D. LEWIS). The boat was sold at Marshal's sale to Walton coal interests, Pittsburgh, and Capt. Nep Wishert long commanded. Was renamed VALIANT about 1892-95, which see for further news.

T-508 JOSEPH WALTON Stw tb wh b. Pittsburgh, Pa., 1873. 158 x 27 x 5. Engines 18's- 7 ft. stroke. Long owned by the Walton coal interests, Pittsburgh, and went in the Combine, 1900, and continued to tow coal for them. Renamed J. A. DONALDSON circa 1913 (see).

T-509 JOSEPHINE TULLY Steam tug, prop, sh. b. New Orleans, La., 1904. 55.6 x 11.3 x 6. Originally named PICAYUNE. As the TULLY owned by White-man Contracting Co. later renamed and converted to diesel, now the HARRY K. owned by Kock-Ellis Marine Contractors, New Orleans.

T-510 JOSH COOK Stw tb wh b. Pittsburgh, Pa., 1876. 165 x 30 x 5. Towed coal on the Ohio River many years and named for Capt. Josh Cook who lived in his latter days at Port Fulton, Jeffersonville, Ind., died there June, 1898. The Atlas Portland Cement Co. got her from the Combine about 1913, and she towed oil under charter on the lower Mississippi for some time. Cut down by ice at Joppa, Ill., January 28, 1918.

T-511 JOSH COOK --Same as above when owned by the Atlas Portland Cement Co. and had a texas dock.

T-512 JOY PATTON Steam tug, sh. b. Dubuque, Iowa, 1891. 100 x 21.3 x 5.6. Owned by Anderson, Tully & Co., Memphis. Later was renamed BART TULLY and capsized at Craighead Point Light, near Osceola, Ark., Sept. 23, 1922.



T-513 JULIA Stw rafter, wh. b. Dubuque, Iowa, 1876. 107 x 22 x 5.5. Capt. George Winans owned her. Once while acting as bow boat on a raft she was rammed into the Clinton bridge.

T-514 JULIA O'SULLIVAN Stw pb wh b. Mound City, Ill., 1925. 112 x 26 x 4.5. Engines 12's- 4 ft. stroke. Two wr. boilers. Much equipment from former packet GOLDEN FLEECE used in building. She was sold to Woods Bros. Construction Co. and renamed FRANK WOODS, (see).

T-515 JULIUS FLEISCHMANN Stw tb wh b. Jeffersonville, Ind., 1897 and originally named DOLPHIN NO. 3 (see for building data) and then was HARRY ANDERSON (also see). Under last name she was owned by Hatfield Coal Co. and towed on Kanawha River to Cincinnati and Louisville. Sank opposite Catlettsburg, Ky. after striking an obstruction in the Ohio River, 6:30 a.m., March 21, 1945. Turned over on her side. The river was high at the time and she was lost.

T-516 JUNIATA Stw pb wh b. Elizabeth, Pa., 1900. 135 x 24 x 4. Owned by American Steel & Wire Co. along with the BRADDOCK (see). Dismantled about 1925.

T-517 JUNIATA Stw rafter wh b. Winona, Minn., 1889. 134 x 22.5 x 4.2. Original machinery proved too large was removed and placed on the FRONTENAC (see) and the engines originally from the MENOMINEE (see) went to her. This rafter was sold to Capt. M. H. Newcomb of Pepin, Wis. and name changed to RED WING (see).

T-518 JUNIOR Stw single deck sh b. Dubuque, Iowa by Dubuque Boat and Boiler Co., 1912. 115.2 x 28.3 x 5.4. Originally named LIEUT. GURNEY of the U. S. Engineer Dept., Kansas City. Renamed when sold to Raymond City Coal & Transportation Co. about 1938-39. Later bought by Trosler Oil Co. and dismantled in the fall of 1944.

T-519 JUPITER Stw single deck sh b. Jeffersonville, Ind. by Howard, 1912. 99 x 20 x 4.5. Engines 10's- 4 ft. stroke. One Scotch marine boiler. U. S. Engineer Corps, Memphis, Tenn. In operation 1946.

T-520 KATIE LYONS Stw pb wh b. Lovanna, Ohio, 1913, originally (a) MAMIE BARRETT, (b) DUQUESNE, (c) DONALD BIRMINGHAM, all see. Was rebuilt at Madison, Ind., 1937, renamed KATIE LYONS, owned by Capt. Andrew C. Lyons of Pittsburgh, and did contract towing. In mid-March, 1942, she had a down-bound tow, struck it on the right channel pier of the B. & O. Railroad bridge at Bollaire, Ohio. The impact doubled the steamboat up, and she sank in five minutes in a big river. Among the drowned were Capt. A. C. Lyons, Capt. Harry McGuire.

T-521 KENNETT DILLMAN Stw pb wh b. Parkersburg, W. Va., 1901, and originally named JOHN S. SUMMERS, (b) D. T. FLESHER. Woods Bros. Construction Co., Missouri River, owned her as the DILLMAN several years (1925-29) and later renamed her GEORGE WOODS (see).

T-522. KENTUCKY Stw tb wh-sh b. Jeffersonville, Ind. by Howard, 1909. 148'6" x 32' x 5'6". Engines 15 7/8's- 5 ft. stroke. Three boilers. Had a wooden hull until in 1921 a steel hull was built for her at Nashville Bridge Co. Three wr. boilers. Owned by U. S. Engineer Dept., Nashville, Tenn.

T-523 KEYSTONE Stw pb wh. ---Originally towboat W. C. JUTTE which see

and while bearing that name sold to Keystone Sand & Supply Co., Pittsburgh, May, 1918, renamed KEYSTONE. Towed sand and gravel until July, 1920 when sold to Hillman Coal & Coke Co. and then to J. K. Davison Bros., who again renamed her E. K. DAVISON. She towed for them on Allegheny River until sunk about 1926. See E. K. DAVISON.

T-524 KIT CARSON Stw rafter wh b. South Stillwater, Minn., 1880. 138.6 x 29.2. Owned by John C. Daniels of Keokuk, Iowa, 1896. In 1913 owned by Patton-Tully Lumber Co., Memphis. Crossed out and dismantled at Memphis, 1916.

T-525 KITTANNING Stw pb wh b. New Albany, Ind. and completed at Lock Four boatyard, Monon River, 1916. 100 x 20 x 3.6. Owned by U. S. Engineer Dept., Pittsburgh, Pa. Capt. Silas Sayre was master. Made a trip from Pittsburgh to Oil City, Pa. and return in 1928, being the first in 51 years to go so far up Allegheny River (last having been packet FLORENCE BELLE). Crew on this occasion: Capt. Silas Sayre, master; Louis A. Cook, pilot; John S. Faddis and Donald T. Wright, asst. pilots; supercargo, and in general charge, Col. Jarvis J. Bain. The voyage was made to demonstrate the navigability of the Allegheny. The KITTANNING assisted during the construction of Dashiields Dam, Ohio River, and overturned there, June, 1929, was lost.

T-526 KONGO Stw pb wh --Originally A. R. BUDD (b) COSTANZO both see for other details. Renamed KONGO and towed for Kosmos Towing Co., Louisville. At commencement of World War II went to the Defense Plant Corp. and was used for furnishing steam to clean barges, etc. on the lower Mississippi.

T-527 KOSMOSDALE Stw pb wh --Originally towboat CLERIMOND which see for building details. Under name KOSMOSDALE towed for Kosmos Towing Co., Louisville, Ky. until sold to Ohio Gravel Co., Cincinnati who renamed her MARGARET HALL, this about the time the FRED HALL (see) burned. See MARGARET HALL for more particulars.

T-528 L. W. BARDEN Early rafter wh b. Berlin, Wis., 1864. 102.44 tons. Capt. Jos. Buisson commanded her. The crew referred to the craft as the "L. W. Workhouse." She was side-wheel and towed for Daniel Shaw Lumber Co., upper Mississippi River. Reg. Galena, Ill., 1876.

T-529 L. W. CRANE Early rafter wh b. Berlin, Wis., 1863. 101.89 tons. She appears in a group photo taken at Read's Landing, 1871.

T-530 LA BELLE Stw pb sh b. Jeffersonville, Ind. by Howard, 1921. 148.5 x 28.4 x 5.6. Condensing engines 14½'s, 28½'s- 7 ft. stroke. Four wr. boilers. Operated by the Wheeling Steel Corporation usually between Pittsburgh and Steubenville towing coal, long commanded by Capt. Robert Read. The tow of this boat rammed the towboat MONITOR at upper guide wall, Lock No. 3, Monon River, February 14, 1925 causing destruction of the MONITOR (which see). Sold to Zubik Towing Co., November, 1945, rebuilt at Brownsville, Pa., 1946 and renamed EDV. SMITH.

T-531 LA CROSSE Self-prop barge sh b. Grafton, Ill., 1923. 64 x 28.1 x 5. Owned by River Transit Co., St. Paul, Minn. A pioneer attempt at barge service on the upper Mississippi promoted by J. S. Brodie which terminated when Federal Barge Line commenced operations in the region.

T-532 LADY GRACE Stw rafter wh b. Clinton, Iowa, 1881. 134.5 x 28.4 x 4.6. Owned by C. Lamb & Sons, Clinton, Iowa. Sold by them in 1898 to William Davis of Rock Island, Ill. Sold to Stewart Bros. and Co., river contractors on the lower Mississippi. Still running 1905, disposition not known to this scribe. There was a packet named LADY GRACE b. Madison, Ind., 1865 which operated out of New Orleans, 1866-67, was on lower Ohio River 1868 (was first at the scene of the AMERICA-UNITED STATES disaster at Warsaw, Ky.) and later went to Missouri River, burning at Omaha, Neb., January 7, 1870. Of late years the name has again appeared on two motorboats, LADY GRACE and LADY GRACE II; which have been on Allegheny, Ohio, Tennessee, Cumberland, Warrior, Tombigbee, Mobile and Mississippi rivers, operated by the author.

T-533 LAFOURCHE Stw tb sh b. New Orleans, La., 1912. 136 x 29.5 x 5.5. Cross-compound condensing engines. Owned by U. S. Engineer Dept., New Orleans. Sold to New Orleans Coal & Bisco Towboat Co., 1943, renamed CAPTAIN JOE.

T-534 LANCASTER Stw pb wh b. Kingston Mines, Ill., 1912. 89 x 18 x 3. Engines 10's- 5 ft. stroke. Two wr. boilers. Owned by Lancaster Coal Co. at Kingston Mines. Sold about 1926 to Bilhorn, Bower & Peters of St. Louis and sank on Keith Rock above Gasconado, Mo.

T-535 LAST CHANCE Stw rafter wh b. Burlington, Iowa, 1870. 98.2 x 17.8 x 3. In 1881 Capt. Sam Van Sant owned half interest in this boat and sold 1/6 interest to Capt. Walter Blair for \$500--this being the first steamboat in which Capt. Blair owned.

T-536 LAURA SUTCLIFFE Stw single dock wh b. Franklin, La., 1904. 67 x 17 x 3. A bayou towboat, burned February 18, 1911 at Berwick, La.

T-537 LEADER Stw single dock wh b. Delhi, Ohio, 1907. 89 x 20 x 3.2. Wrecked in ice at Brandenburg, Ky., January 10, 1910. This picture was taken of the wreck.

T-538 LE CLAIRE Stw tb sh b. Grafton, Ill., 1915. 144 x 31 x 4. Owned by U. S. Engineer Corps, upper Mississippi. Engines 9's, 18's- 6 ft. stroke. One F-7 boiler. Also built at same time and same plans, were the MUSCATINE, NAUVOO, MINNEAPOLIS. The LE CLAIRE was transferred to U. S. Coast Guard at commencement of World War II, renamed COTTONWOOD.

T-539 LE CLAIRE BELLE Stw rafter wh b. Le Claire, Iowa, 1873. 125 x 22.5. Owned by J. W. Van Sant & Son and built by them when they were so poor they could "swing a club in any direction and hit a creditor." This boat, the D. A. McDONALD and the HARTFORD brought them out of the red. The LE CLAIRE BELLE had engines 11's- 4 ft. stroke, two wr. boilers. This is the first boat Capt. Walter Blair worked on. Dismantled at Le Claire, 1890.

T-540 LEONA Stw pb wh b. Charleroi, Pa., 1929-30. 114.5 x 25 x 4.6. Engines 14½'s- 5 ft. stroke from sand digger PROGRESS. Owned by Capt. R. J. Hiornaux, Charleroi, Pa. and operated on job contracts. Dismantled 1943 and hull sold for a landing boat.

T-541 LEOTA Stw tb sh b. Dubuque, Iowa, 1899. 199.4 x 36 x 5.6. Owned by U. S. Mississippi River Commission. Rebuilt at New Orleans in 1905 and renamed MISSISSIPPI and so continued until 1927 when dismantled at Paducah, Ky.

T-542 LESLIE EICHEL Stw single dock wh b. Parkersburg, W. Va., 1910.

103.1 x 20 x 3.3. Worked around dams under construction for contracting outfits, was renamed E. C. CLARK (b) JOHN H. SOELL, which see.

T-543 LIBERTY NO. 4 Stw tb wh b. Wheeling, W. Va., 1863. 255.09 tons. Acquired by Capt. John K. Booth and operated in a barge service connecting the B. & O. Railroad between Parkersburg, W. Va. and Cincinnati, along with the towboat JOHN GARRISON. Later towed in Kanawha River and was sunk at Charleston in an ice jam, raised, rebuilt and renamed GEORGE F. DANA and later burned at Coal Haven Harbor, Cincinnati. The LIBERTY NO. 4 was one of a series: LIBERTY NO. 1 towed on Allegheny River, 1850's, Cpts. P. R. and Jake Hill. LIBERTY NO. 2 b. Allegheny City, Pa., 1852, Capt. Thomas W. Fowler, wrecked 1855 on St. Clair St. bridge, Allegheny River. LIBERTY NO. 3 b. Pittsburgh 1861, owned by Wm. and John Podder and Ernest Succop, towed in Allegheny River.

T-544 LILY TURNER Stw rafter wh b. Dubuque, Iowa, 1863. 110 x 18 x 3.6. In later years was rebuilt at the Kahlke yard, Rock Island, Ill. and came out with little or no cabin, renamed MASCOT (see).

T-545 LITTLE BILL Stw pb wh b. Pittsburgh, Pa., 1860. 122 x 23 x 4. Engines 12's- 4½ ft. stroke from former towboat ABE HAYS b. Pittsburgh 1867 by Stewart & Hays (upset at Ninth Street Bridge, Allegheny River about the time Paul Boynton came along in his rubber suit enroute from Cil City, Pa. to New Orleans spring of 1879). LITTLE BILL originally named J. McCREIGHTON, renamed by Capt. Wm. B. Rodgers who bought her. In 1892 the Homestead, Pa. mills of Carnegie Steel Co. were in the throes of a major labor strike and the workers had taken possession of the property. Henry Clay Frick engaged 300 Pinkerton "watchmen" armed to the teeth and loaded them on a barge at Pittsburgh. Capt. Rodgers volunteered to shove this impromptu army to Homestead with his LITTLE BILL. There resulted a regular battle, with many rounds of shot exchanged on both sides. The attempt to dislodge the strikers was unsuccessful, but Andy Carnegie from that day forth was quite friendly with Capt. Rodgers and granted him many a favor in the following years. LITTLE BILL sank in third pool, Monon River, running in fog, October, 1896, raised. The Combine bought her 1900, dismantled her at Elizabeth, Pa. and used the engines in building the TIDE (which see).

T-546 LITTLE CLYDE Stw pb wh b. Rumsay, Ky., 1907. 98 x 20 x 4.5. Ran in Green River, and later towed French's showboat. Renamed WENONAH later, which see.

T-547 LITTLE EAGLE Stw rafter wh No data at hand; but must be quite old, as LITTLE EAGLE NO. 2 was built at Jeffersonville, Ind., 1877.

T-548 LITTLE FRED Stw pb wh b. Pittsburgh, Pa., 1861. 129 x 24. Engines 14's- 7 ft. stroke. Owned by Capt. Fred Wilson and others. At the time of her building there was a vogue of naming small towboats used to "pool" coal out to the Point at Pittsburgh with the prefix LITTLE. The LITTLE FRED was helper for the FRED WILSON. Similarly the LITTLE DICK served the DICK FULTON. LITTLE SAMSON served the SAMSON NO. 2, LITTLE WHALE served the WHALE, etc. The LITTLE FRED went in the Combine 1900. Was rebuilt at Glenwood, Pa. in the fall of 1908 and was just getting ready to come out when the TWILIGHT (see) ran a bulldozer in her deckroom causing damage. Sank at lower Glenwood landing, spring of 1909, raised. Another time she upset at the Panhandle Bridge, Pittsburgh, and her captain, Ollie Gilmore, was scalded to death. Dismantled in 1915 and her engines went to the towboat ACTIVE (see).

T-549 LITTLE JIM Stw single deck wh b. Martins Ferry, Ohio, 1917. 63.5 x 14 x 2. Long owned by Foundation Co. of New York and used around contracting jobs on the Ohio River. In December, 1917, she collapsed several times without exploding her boiler, a rare thing.

T-550 LIZZIE GARDNER Stw rafter wh b. Cincinnati, Ohio, 1871. 143.6 x 21 x 3.7. Rafted many years on the upper Mississippi, and in 1894 was serving as a packet between St. Paul and La Crosse along with the THISTLE (see) for the Gateway City Packet Co. Burned at Davenport in winter quarters.

T-551 LOCKPORT Stw tb wh b. Lockport, La., 1908. 100 x 20 x 3.6. Capt. Tom Posey told this scribe she turned over at Jackson Avenue, New Orleans, in a storm, and had been running out of that city towing a freight barge to Bayou LaFourche.

T-552 LONE STAR Stw single deck wh b. Norwick, La., 1896. 81 x 18.9 x 3.3. Owned by A. P. Broaux, Lockport, La. Was once used by M-G-M in a moving picture taken at Golden Meadows called "Louisiana." Lost in collision in a bayou about 1942 and dismantled.

T-553 LONE STAR Stw single deck wh b. Rock Island, Ill., 1922. 90 x 24.5 x 4.1. Owned by Builders Sand and Gravel Co., which also operated the LONE DEER at Davenport.

T-554 LONGFELLOW Stw tb wh b. Jeffersonville, Ind., 1872. 112 x 19.6 x 4.3. Long operated on Green River, was there in 1897. Disposition not known.

T-555 LOOKOUT Stw tb wh b. Madison, Ind., 1870. 230.92 tons. Towed on Kanawha River, and later was rebuilt and renamed JOHN D. LEVIE (see).

T-556 LOOKOUT Stw pb wh b. Pittsburgh, Pa., 1899, using hull and cabin of former towboat DAUNTLESS (see) and machinery of the MLLA LEHMAN. John F. Klein owned her and towed for the Clyde Coal Co. Later he built a new hull for the LOOKOUT, got new Ross engines, transferred the cabin over, and called this boat ANDREW AXTON. She later became VOLCANO (see).

T-557 LOOKOUT Stw tb wh b. Jeffersonville, Ind., 1896. 110 x 25 x 4. Owned by U. S. Engineer Dept. and operated on Tennessee River.

T-558 LOTUS Stw single deck wh b. Rock Island, Ill., 1893. 76 x 16 x 3. Used as a bow boat for rafting, and later (1904) was on Green River owned by Capt. Frank L. Kennedy. Also see NEW LOTUS.

T-559 LOUIS HOUCK Stw tb wh b. Madison, Ind., 1888. 210 x 37 x 6. Engines 28's- 10 ft. stroke from packet WILL S. HAYS. Owned originally by Eagle Packet Co. of St. Louis, and then by Mississippi Valley Transportation Co. until 1899 when sold to Gulf Towing Co. of Chicago, who proposed to tow from Red River to St. Louis. Capt. James Good then was her master. The Barrett Line of Cincinnati bought the boat in February, 1903, renamed her BARRETT (see) and later she was called NEW ORLEANS (also see).

T-560 LOUISE Stw single deck wh b. Keokuk, Iowa, 1883. 76 x 12 x 3. Long employed by U. S. Engineer Dept. on upper Mississippi River. In operation, 1915.

T-561 LOUISVILLE Stw rafter wh b. Pittsburgh, Pa., 1864. 125 x 23.3 x 3.6. Engines 14's- 5 ft. stroke. Two wr. boilers. For the first two years of her existence she towed oil products on the Allegheny River owned by Capt. Robert M. Coles and Capt. William Pedder. Sold in 1869 to Durant & Wheeler of Stillwater, Minn. and Capt. R. J. Wheeler went master. She then towed rafts, and later was owned by Knapp, Stout & Co. of Dubuque with Capt. J. H. Wooders, master, and later Capt. Andrew Lockens, master. Bought by McDonald Bros. of La Crosse about 1883, Capt. L. A. Day, master, and later Capt. R. M. Cassidy, and was worn out in their service.

T-562 LUCIA Stw single deck wh b. Keokuk, Iowa, 1885. 68 x 12'8" x 3. Owned by U. S. Engineer Dept., Rock Island, Ill. and operated until about 1915.

T-563 LUCIE MARRET Stw tb wh --Originally the towboat MOUNT CLARE which see for building details. Renamed in 1903 owned by Edward Marmet Co. of Cincinnati and towed Kanawha River coal. While tied up at Charleston, W. Va. on October 5, 1914, a lantern exploded aboard, she caught fire, was set adrift, and burned in the head of Elk Chute.

T-564 LUCY COLES Steam prop wh b. Ashland, Ky., 1881. 76 x 15 x 4. Owned by Ashland Coal & Mining Co. and handled coal flats for them until about 1916-17; then was towing showboats, one of which was SUNNY SOUTH, and sank while so engaged.

T-565 LUKE McLUKE Stw single deck wh b. Jeffersonville, Ind., 1893. Originally a steam tender in the U. S. Engineer Dept. (no name) and sold to private ownership. Owned 1917 by Pittsburgh & West Virginia Coal Co. at Wellsburg, W. Va. and was cut down by ice there in February, 1918. Named for a columnist in the Cincinnati "Enquirer".

T-566 LUMBERMAN Stw rafter wh b. Oshkosh, Wis., 1866. 127.5 x 27.7 x 4.4. Towed rafts on upper Mississippi until circa 1895. Note: Another towboat of the same name b. South Carrollton, Ky. 1884, somewhat smaller, was contemporary.

T-567 LUTHER L. GRIFFITH Patrol boat, stw sh b. Hays, Pa. by John Eichleay, Jr. Co., 1921. 100 x 20 x 4.5. Engines 10's- 5 ft. stroke. Two wr. boilers by Rees. U. S. Engineer Dept., Memphis, Tenn. In operation, 1946.

T-568 LYDA Stw pb wh b. Jeffersonville, Ind., 1903. 122 x 24 x 2.4. Engines 13's- 4½ ft. stroke from former towboat PARK PAINTER NO. 2 b. 1871. Originally owned by Holcomb, Lobb Tie Co. of Paducah, and Capt. Emory Voight commanded. Later was in Pittsburgh owned by Folger Dredging Co., 1917, and was renamed WILLIAM P. FEIGER in August, 1918, which see for details.

T-569 LYDIA VAN SANT Stw rafter wh b. Le Claire, Iowa, 1898. 102 x 23. Old rafter NETTA DURANT was dismantled and much equipment went to building this boat. She acted as bow boat for the J. W. VAN SANT, see. Later sold to the Taber Lumber Co. and renamed TABER (see), then SANGO, then MARY JANE and under that name was at Mobile, Ala., 1925.

T-570 M. DOUGHERTY Steam tug wh b. Pittsburgh, Pa., 1893. 71 x 17.2 x 6. Owned by the Combine many years and used around Pittsburgh district. Earlier there was a similar tug named MIKE DOUGHERTY b. Pittsburgh 1881.

T-571 M. D. WAYMAN Stw pb wh b. Tarantum, Pa., 1891. 125 x 24 x 3.8. Engines 15's- 5 ft. stroke. Built for the Pittsburgh Plate Glass Co. and much equipment from former towboat CLIFTON used in construction (see). Sold to Capt. Harry B. Hulings, 1907 and rebuilt at Pt. Pleasant, W. Va., 1914. Capt. Hulings sold the boat to Carnegic Steel Co., Pittsburgh, April 19, 1918 and became one of the first towboats that concern owned (for others see MAMIE BARRETT, MONITOR). Carnegic Steel sold her to Richland Coal Co. of Wheeling and was renamed ROYD C. TAYLOR in February, 1923. She sank at the tippie, below Lock No. 12, Ohio River, February, 1926, and was dismantled. At the time Richland Coal acquired the TAYLOR they swapped off the D. A. NISBET, which see.

T-572 M. E. NORMAN Stw tb sh b. Morgan City, La., 1921. 113.7 x 26 x 3.9. Built for M. E. Norman Co. and sold to U. S. Engineer Dept., May 1, 1925. She capsized 15 miles below Memphis at Josie Harry Towhead at 5 p.m. on May 16, 1925. Twenty-three persons were drowned including Major S. Waters Fox. She was carrying an inspection party at the time. This was the second vessel to bear the name; first b. 1910 at Morgan City, La. and sank below New Orleans on Sept. 21, 1920. A third one was b. Morgan City, La., 1926 and was operated by the Breaux Lumber Co. until a year or so ago.

T-573 M. T. EPLING Stw single deck wh b. Cincinnati, Ohio, 1911 and originally named J. R. WARE, which see for building details. The WARE was sunk in 1918 and raised and rebuilt by Capt. Moses T. Epling of Gallipolis, Ohio. He used her in contract work on the Ohio River, and soon sold her to the Western Rivers Co. of Pt. Pleasant, W. Va. who renamed her WESTERN (so registered 1923). Was dismantled 1929 and machinery, etc. went to the towboat JOE COOK (see).

T-574 MACARTHUR Stw pb wh --Originally towboat A. F. McARTHUR, which see for details of build. Sold by owners to U. S. Engineer Corps, 1920 and name changed. In 1922 she made a trip from Louisville to Missouri River for empty bargos. Later sold to Baton Rouge Coal & Towing Co. and name changed to MIRIAM WERNER. Beached during high water at Baton Rouge, La. and dismantled in spring of 1945.

T-575 MAC-ROD Stw pb sh --Originally named PENNOVA, which see for details of build. Named CHARLES ZULIK she was sold to McCrady-Rodgers Co. of Pittsburgh, Pa., October, 1941, and renamed MAC-ROD. In active operation in 1946, towing sand and gravel in the Pittsburgh area.

T-576 MAGGIE Stw pb wh b. Pittsburgh, Pa., 1881. 131 x 24. Owned in 1896 by James Jones of Catsburg, Pa. and towed coal in the pools. Was dismantled in 1902 and her machinery went to the towboat ROVER, see.

T-577 MAGGIE MAY Stw single deck wh b. Evansville, Ind., 1905. 100 x 21 x 3.5. Originally named R. SMITH. Did much work around dams under construction on the Ohio River. Owned 1914 by National Contracting Co. The Union Sand & Gravel Co. of Huntington, W. Va. had her in 1925. Capt. Griff Shaw bought her, also the OLD RELIABLE (see) and had her tending a dredge in the Ohio River at Bakkers Island when she sank 1929-30 and was dismantled. She had a cabin on the boiler deck at the time which had been added.

T-578 MAMIE BARRETT Stw tb wh b. Levanna, Ohio, 1913. 150 x 32.8 x 5.4. Owned by the Barrett Line, Cincinnati. They sold her, May 31, 1917, to Carnegic Steel Co. of Pittsburgh. They cut her down pool style, renamed her DUQUESNE (which see) and she later was DONALD BIRMINGHAM, KATIE LYONS (both see).

T-579 MANDAN Stw snagboat b. St. Louis, Mo., 1891. 155 x 24 x 4.7. Owned by U. S. Engineer Dept., Kansas City, Mo. In midsummer 1921 this boat ascended the Missouri River to Fort Benton, Mont. and was the last steam vessel to go there before the upper portion of the river was forever closed to navigation by the construction of Fort Peck, Mont. dam, 327.7 miles below. On this same trip she also ascended Yellowstone River about 50 miles to the location of a dam (no lock). Eventually dismantled at Gasconade yard and the hull was towed to Bluffton Island Chute and sunk there.

T-580 MARCIA RICHARDSON b. Paducah, Ky., 1921. 130 x 25.6 x 4.2. Engines 15's- 5½ ft. stroke formerly on (a) JACOB HEATHERINGTON (b) GEORGE F. EAGAN (c) REAPER. Three wr. boilers. Owned by West Kentucky Coal Co. Dismantled at Paducah, 1944.

T-581 MARGARET Stw pb wh b. Guild, Tenn., 1910. 95.5 x 19.9 x 3. Built for Sheridan-Kirk Contracting Co. and sold to U. S. Engineer Dept. She overturned about three miles below Augusta, Ky. along the Kentucky shore of the Ohio River, December 18, 1920. A number of passengers were aboard and thirteen lives were lost. Was raised, rebuilt, and ran again as the MARGARET; later was sold to John F. Klein and renamed GERARD KLEIN, which see for other particulars.

T-582 MARGARET Stw pb wh b. Allegheny, Pa., 1901. 116 x 22 x 4. Owned by Rodgers' Sand Co. and later by McCrady-Rodgers Co. and towed sand and gravel as long as she lived. Was dismantled early spring of 1945. The engines, stacks, etc. were removed and the remains sold to C. V. Cicconott of Louisville, Ky. Enroute south in a commercial tow she sank in Montgomery Pool, Ohio River, a little below mouth of Raccoon Creek toward the right bank, this in June, 1945. Her whistle went to the towboat WM. D. RODGERS, see.

T-583 MARGARET Stw tb wh b. Evansville, Ind., 1894. 142 x 26 x 4.6. Owned by Ayer & Lord Tie Co. and later by American Barge Line Co. Was dismantled at Paducah, 1927, and engines, etc. went to the INLAND, which see.

T-584 MARGARET HALL Stw pb wh b. Madison, Ind., 1922 as the KOSMOSDALE, which see for building details (also see CLERIMOND). The T. J. Hall Co. of Cincinnati sold this boat to the French Coal Co. of Pomeroy, Ohio, and later she towed the COTTON BLOSSOM showboat owned by Donnelly (see INLAND) and while laid up at the foot of Owen's Island, Paducah, Ky. she sank in the fall of 1941 and was dismantled.

T-585 MARGARET HALL sunk --Same as above after she sank at Owen's Island.

T-586 MARIE J. Stw tb wh b. Helena, Ark., 1896. 100 x 20 x 4.4. Originally named ZIP MCCOY. As the MARIE J. owned in the 1920's by the Henderson Sand & Gravel Co., Henderson, Ky.

T-587 MARINER Stw tb ih b. on banks of Licking River, opposite Cincinnati (either Covington or Newport, Ky.), 1873. 151.3 x 28.2 x 5.7. Engines 18's- 7 ft. stroke. Originally named ALEX SWIFT, for the head of an iron works variously styled Swift Iron Works and Covington Iron Works. This was the first iron hull towboat built for inland streams. Capt. George Vandergrift, later on U.S. Lighthouse tender LILY was master for a time, and also Capt. Christian, later on the snagboat E. A. WOODRUFF. This boat was sold to the Brown's Line of Pittsburgh, and lengthened to measure 176 x 26 x 5 and then renamed MARINER. This was about 1890, and along about that same time she sank near the Glenwood Bridge, Monongahela River, going down within



four feet of the hurricane roof. Anyhow she was raised, although for a while she was given up for lost. Brown's Line towed coal with her until she burned Cairo, Ill. circa 1911. The iron hull was towed to Pittsburgh but not rebuilt. Capt. William McNally, who operated the excursion side-wheeler SUNSHINE, bought the hull in March, 1916, made a wharfbat out of it, moored it at the Monongahela wharf, Pittsburgh. In June, 1920, he sold it and the packet JOHN L. LOERY came up from Evansville and took it away loaded with White auto trucks which had been driven overland from Cleveland. The trucks were delivered in St. Louis. Later the hull was sold to the south, and reports trickled back for years after of the hull still being in service.

T-568 MARION Stw pb wh b. Point Marion, Pa., 1909. 73 x 15 x 2.5. Owned by Point Marion Sand Co. Exploded her boilers 6 miles below Morgantown, W. Va., killing two and scalding two others, November, 1923. Rebuilt and ran several years after that. Parts may have been used building the towboat J. C. McCLAIN, see.

T-569 MARK WINNETT Stw pb wh b. Pittsburgh, Pa., 1861. 120 x 23.4 x 4. Engines 15's- 4 ft. stroke, from the towboat LARK b. Pittsburgh 1868. Owned by Marmot Coal Co. of Cincinnati which in those days towed south from Pittsburgh with the MARK WINNETT, ARK, LIONESS, MOUNT CLARE. Capt. Bert Clow of Shousetown, Pa. was master of the WINNETT for some time---she sank there in November, 1894 enroute up with empties, raised. Jim Laddy was her pilot and Capt. R. F. Eberhart (manager of river transportation Pittsburgh Coal Co. 1946) was watchman. She saeped out on the roof all the time she ran. When the Marmot Coal Co. discontinued their Pittsburgh trade, the WINNETT was taken to Cincinnati and laid up. Dave Kollar (pilot of the ill-fated SCIOTO which sank July 4, 1882 at Mingo, Ohio, drowning many passengers) took her down with Larry Mohaffy as his partner. Jake Hoerr was captain. She was cut down by ice while laid up at Cincinnati that winter.

T-590 MARLEN RIGGS Stw pb wh b. Higgensport, Ohio, 1907. 95.6 x 24.6 x 3.3. Built by Capt. Jake Riggs of Huntington, W. Va. and named for his son. Used in contract work around dams under construction on the Ohio River. She sank at Dam 30, while towing for the National Contract Co., August, 1921. This boat was built from the towboat EMMA COOPER, b. Pittsburgh, 1876 and originally FRANK J. NIMICK then CITY OF OWENSBORO. Riggs owned the EMMA COOPER after December, 1901, having bought her from Capt. J. J. Goodwin of Paducah. Riggs also ran the ADA V.

T-591 LERTHA Stw tb wh b. Boardstown, Ill., 1911. 64.9 x 15.8 x 3.8. Originally named SCHMOLDT. Owned by Tyrone Coal Co., Tyrone, Ky., 1925, and towing on Kentucky River. Later was sold to E. T. Slider & Sons, Louisville, and dismantled. Part of her wreck was still on the shore at Louisville in 1943 along with the remains of the towboat NORTHERN (see).

T-592. MARY FRANCES Stw tb wh b. Dubuque, Iowa, 1905. 91.6 x 22.8 x 3.9. Originally named MAY STEWART owned by Stewart-Peck Sand Co. on the Missouri River, and she struck the bridge at Atchison, Kansas, May 23, 1907, came near getting her everlasting. As the KINBER was owned by W. M. Davis Steve Co. and as MARY FRANCES owned by Fischer Lime & Cement Co. Dismantled circa 1940-41 and replaced by the W. W. FISCHER, see.

T-593 MARY JANE Stw pb wh b. Parkersburg, W. Va., 1915. 98 x 22.6 x 3.2. Built for Sheridan-Kirk Contracting Co. for use in contract work along the Ohio River. They sold her in May, 1919, to West Virginia Sand & Gravel

Co., Charleston, W. Va. In 1928 she was dismantled and much of her equipment went to building the towboat JAMES SUTHERLAND at Pt. Pleasant, W. Va.

T-594 MARY STEWART Stw tb wh b. Spottsville, Ky., 1893. 100 x 24.3 x 3.4. Originally a short-trade packet named for the wife of the builder. In 1902 was in the Paducah and E-town trade. A. B. French, the showboat man, bought her and he sold her to Price, and Price sold her to Clark Bros., Cincinnati, then to Paducah, Ky. parties, then Price bought her back four years later and sold her, along with the NEW ERA showboat, to W. P. McNair who ran the outfit until 1917, and then sold the steamboat to a sawmill man at Selma, Ala. Sank on Alabama River. W. E. McNair, son, told this scribe the boat was raised, rebuilt, named IDA FRENCH and burned shortly thereafter.

T-595 MASCOT Stw single deck wh b. Galland, Iowa, 1896. 81 x 19 x 3.6. This was the rafter LILY TURNER (see) rebuilt. Burned at the Kahike boatyard, Rock Island, Ill., April, 1900, along with the SATURN and VOLUNTEER.

T-596 MAUDE KILGORE Stw tb wh b. Paducah, Ky., 1901. 115 x 23 x 3.5. Engines 10's- 8 ft. stroke. Three boilers. Capt. Richard Willett of Evansville rebuilt the boat, 1921-22, brought her out as the ROBERT GORDON, and she burned, laid up at Evansville, in July, 1922, owned by Indiana Tie Co. They built a new ROBERT GORDON next year at Paducah, which see.

T-597 McDUGALL Twin prop sh b. St. Louis, Mo., 1900. 166 x 32 x 10.5. Condensing engines. Two Scotch marine boilers. Hull pointed at both ends, flat bottom. Built for the St. Louis Steel Barge Co., headed by Alexander McDougall from the Great Lakes, where he operated the American Steel & Barge Co., builders of the famed "whalebacks" which carried lake ore. The McDUGALL was built to tow cargo barges "railroad fashion" towed behind on hawsers, and a trial of the method in the St. Louis harbor proved the inadequacy of the plan. Later the boat was sold to Standard Oil Co. of La. and continues to operate out of Baton Rouge.

T-598 MENOLDNEE Stw rafter wh b. Madison, Ind., 1880. 119 x 25.5 x 4. Her master in 1883, Capt. Stephen D. Witherow, and that year she took a lumber raft from Read's Landing to Alton, Ill. in 6 days 4 hours and never stopped once, a record. In this exploit, she took her raft through the Davenport bridge without double-tripping, and the raft measured 192 by 576 feet. The clearance in the bridge was 200 ft. This was considered one of the great raft exploits of all times, and the piloting was done by Capt. Dorrance, a rapids pilot of La Claire. Knapp, Stout & Co. owned this boat, and she was eventually dismantled. Her machinery went on the JUNIATA (see).

T-599 MERAMEC Stw tb sh b. Jeffersonville, Ind., 1900. 100 x 24 x 4.7. Originally named U. S. ENGINEER NO. 10. Belonged to the U. S. Engineer Dept. of St. Louis. Turned over and sank at Cairo Point, circa 1926-29.

T-600 MERMAID Stw pb wh b. Guyandotte, W. Va., 1903. 79.8 x 16 x 2. Scow bow, rotary engines, 7" x 30" from towboat FRED STONE b. 1887 at Pt. Pleasant, W. Va. Later these were removed and C&E engines, 9's- 44" were placed. Built by Capt. V. E. Fuller and his brother. Ran in excursion and passenger trade at Fairmont, W. Va., 1905. In 1906 towed stone to building bridge piers at Dam 15, Monon River for the B. & O. Railroad. Capt. Fuller sold her to Capt. George E. Berry, (later U. S. Boiler Inspector at Pittsburgh).

T-601 MERRILL Stw pb wh b. Jeffersonville, Ind. by Howard, 1907. 121.5 x 25 x 3.5. Owned by U. S. Engineer Dept. and employed principally on the Muskingum River. Sold to Capt. Charles Stone of Pt. Pleasant, W. Va. and was renamed TU-ENDEWE, which see.

T-602 MIAMI Stw pb sh b. Cincinnati, Ohio, 1912. 158 x 31 x 4.2. Engines 14's- 6 ft. stroke. Three wr. boilers. Owned by U. S. Engineer Dept., Cincinnati. Originally had one stack, and this picture so shows.

T-603 MIAMI Stw pb sh --Same as above with two stacks. Sold to Charles Zubik of Pittsburgh, July, 1936. He used her for job towing for several years and then laid her up in the Allegheny River where she remained until sold in 1946 for a quarterboat.

T-604 MIDLAND Stw pb wh b. Brownsville, Pa., 1901. 117 x 23 x 3.8. Engines 14's- 4½ ft. stroke. Originally named ELEANOR (built by Bert Gribble of Brownsville, Pa. after losing the BOB CONNELL at Woods Run, Pa.) and he sold her to Crucible Steel Co. who renamed her MIDLAND for their plant at Midland, Pa. Capt. J. H. Hudson was manager of transportation, and rebuilt this boat, 1917. On May 11, 1919 she caught on a submerged guide wall pin at Davis Island Dam, ripped off a bottom plank, overturned bottom side up. She was successfully raised. About 1930 she was again rebuilt, and only made a few trips thereafter, reposing in idleness at the Crucible landing, Pittsburgh for the next five years or more. Eventually dismantled.

T-605 MIDLAND upset. --We have a series of four pictures of the MIDLAND bottom side up, and raising operations at Davis Island Dam, described above. \$1.00 for the lot.

T-606 MILDRED Stw pb sh b. Pittsburgh, Pa., 1939. 137.5 x 24 x 5. Built by Capt. Earl Webster, using engines from former U.S. steamer NAUVOO and hull and cabin from U.S. steamer AUGUSTUS J. NOLTY. New boilers. Whistle from former packet LIBERTY b. Clarington, Ohio, 1912. Capt. Tom Campbell bought the boat, resold her, September, 1941, to Arrow Transportation Co., Sheffield, Ala. In operation 1947.

T-607 MILDRED RUNYON Stw single deck wh b. Catlettsburg, Ky., 1904. 65 x 20 x 2.3. Originally a packet on Big Sandy River, and became a tow-boat for odd jobs on the Ohio River. John F. Klein bought her in June, 1917, and sent her to Missouri River that fall with barges he had sold.

T-608 MINNEAPOLIS Stw tb sh b. Grafton, Ill., 1925. 145'4" x 31 x 4'1". Engines 9's, 18's- 6 ft. stroke. One F-W boiler. Built for U. S. Engineer Dept. and operated on upper Mississippi until transferred to U. S. Coast Guard in 1939, renamed AZALEA. Duplicate boats built Grafton at the same time were the LE CLAIRE, MUSCATINE, NAUVOO.

T-609 MINNESOTA Twin prop sh b. Stillwater, Minn., 1921. 230 x 58 x 8. Duplicate of the IOWA, ILLINOIS, MISSOURI (see IOWA for description). All four built sternwheel and converted later to twin propeller. Owned by Federal Barge Line. The MINNESOTA, while sternwheel, came to Pittsburgh under management of Goltra Barge Line, also the IOWA.

T-610 MINNETONKA Stw tb wh b. Jeffersonville, Ind. by Howard, 1863. 176.5 x 29.9 x 5.4. Long owned by Mississippi River Commission and later by U. S. Engineer Dept. Was in operation as late as 1915.

T-611 MISSOURI Stw single deck wh b. Clarrington, Ohio, 1913. 116.5 x 19.9 x 3.4. Originally employed by contractor in construction of Ohio River Dam No. 14. In 1925 owned by White River Hardwood Co. and operated from Augusta, Ark. to points on Black River handling logs.

T-612 MOLINE Stw rafter wh b. Cincinnati, Ohio, 1880. 140 x 26.2. In 1897 owned at Rock Island, Ill. by Dimock, Gould & Co. and used the MASCOT (see) as her bow boat. By 1903 she was at Kansas City, Mo., converted into an excursion boat and owned by Kansas City Navigation Co. In another year she had been bought by Capt. Ralph Emerson, renamed EMERSON, which see for other particulars.

T-613 MONATOR Stw pb wh b. Pt. Pleasant, W. Va., 1904. 97.5 x 22 x 2.6. Towed a transfer barge for the B. & O. Railroad at Wheeling until 1914 when sold to John F. Klein who took her to Missouri River. In 1918 she was rebuilt into the W. M. GARDNER at Waverly, Mo. and sold later to U. S. Engineer Dept., Memphis. They sold her to Shawneetown, Ill. and W. F. Archey of Pittsburgh bought her circa 1938. When the U. S. Engineers disposed of her, the original name was restored, and she now was the MONATOR again. At the present time she is moored in the Allegheny River below Sixth St. bridge, Pittsburgh, in dismantled condition.

T-614 MONATOR --Same as above in her latter days, greatly altered from her original appearance.

T-615 LONGAH Stw pb sh b. Neville Island, Pa. by Dravo Corporation, completed at Elizabeth, Pa., 1937. 141.2 x 32.1 x 6.5. Engines 14's, 28's- 7 ft. stroke by Marietta. B. & W. boilers. Owned by Pittsburgh Coal Co., Pittsburgh, Pa.

T-616 MONITOR Stw pb wh b. Wheeling, W. Va., 1875. 107.47 tons. Owned by the Armstrong's of Wheeling and did general towing. Burned at Bellaire, Ohio, on October 14, 1885. [Also see WILLIAM H. HARRISON].

T-617 MONITOR Stw pb wh b. Brownsville, Pa., 1901. 150 x 28 x 4.4. Engines 16's- 7 ft. stroke. Originally named W. H. FLINT (see) and had engines from former towboat LUD KEEFER. As MONITOR owned by Diamond Coal & Coke Co., Pittsburgh, and towed coal along with the A. R. BUDD, VOLCANO, SAM BARNUM (all see) commanded by Capt. A. O. Ackard. Was sold to the Carnegie Steel Co. in 1918. On the foggy morning of February 14, 1925, the MONITOR and tow were moored at the upper guide wall of Lock Three, Monon River, when the LA BELLE's tow struck her amidships (see) and wrecked the boat with loss of one life. The MONITOR had been sunk several times in her career, once at Charleroi, Pa., October 23, 1917, in collision with the DUQUESNE (see).

T-618 MONONGAHELA Stw pb sh b. Ambridge, Pa. by American Bridge Co. and completed at Coal Valley, Pa., 1927. 169.8 x 38.9 x 6.5. Condensing engines 18's, 36's- 8.6 ft. stroke. Five wr. boilers. Originally owned by Carnegie Steel Co. and later transferred to Ohio Barge Line Co. Completely rebuilt 1946-47.

T-619 MOUNT CLARE Stw tb wh b. Wheeling, W. Va., 1868. 132 x 25.3 x 4.6. Originally towed a transfer barge between Bellaire and Benwood for the B. & O. Railroad until the Bellaire bridge was built, then sold to Karmet Coal Co. Her whistle came from towboat LIONESS NO. 2. In a rebuilding program

was renamed LUCIE MARINET (see).

T-620 MOUNTAIN BELLE Stw rafter wh b. Brownsville, Pa., 1869. 140 x 27. Engines, etc. from former packet COTTAGE NO. 2. Originally a packet on the Ohio River in the Portsmouth-Proctorville trade. The money was brought up in her safe to pay the farmers for their land at Helderby's Landing, W. Va. when Col. C. P. Huntington laid out the site of Huntington, W. Va. there. In 1874 she was sold to upper Mississippi and thence forward she was a rafter owned by Hewitt & Wood, later G. C. Hixson of La Crosse, Wis. Later by McDonald Bros. Finally was an excursion boat at St. Paul renamed THE PURCHASE, condemned and dismantled at Wabasha, Minn., 1917.

T-621 MUSCATINE Stw tb sh b. Grafton, Ill., 1915. 151 x 31 x 4. Owned by U. S. Engineer Dept., Rock Island, Ill. They sold her, summer of 1941, to T. J. McCarthy Co., Davenport, Iowa. Later resold to Arrow Transportation Co. and burned at Paducah, Ky., July 29, 1945.

T-622 MUSSER Stw tb wh b. Le Claire, Iowa, 1886. 137 x 24 x 4.6. Owned by Musser Lumber Co., Muscatine. In 1907, owned by Gov. Sam Van Sant of Minnesota, sold to Capt. Walter Blair and rebuilt at Wabasha, Minn. into a packet which was named KEOKUK.

T-623 N. M. JONES Steam tug, ih. b. Pittsburgh, Pa., 1872. 63 x 17 x 6.7. Originally built and operated by William H. Brown, Pittsburgh coal operator. Two engines, 18 x 18 inches. Later operated by Norman R. Halliday at Cairo, Ill. and about 1940 renamed NORMAN R.

T-624 NATCHEZ Steam prop tb sh b. Charleston, W. Va. by Ward, 1920. 200 x 40 x 7.9. Triple expansion engines. Water tube boilers. Owned by Federal Barge Line Co., St. Louis.

T-625 NAUVOO Stw tb sh b. Grafton, Ill., 1915. 145 x 31 x 4.1. Owned by U. S. Engineer Dept., Rock Island, Ill. Sold about 1938 to Charles Zubik, Pittsburgh, who dismantled her, sold the engines to Capt. Earl Webster who placed them on towboat MILDRED (see). The boilers were sold 1945 to the towboat WACOUTA (also see).

T-626 NELLIE Stw tb wh b. Kingston, Tenn. 1891. 80 x 16 x 3.2. Originally named KEY CITY. As NELLIE towed showboats for Walter P. Needham and Harry Steiner (see BILL CLARK). Capt. Ralph Emerson later had her. Still running 1912.

T-627 NELLIE ENGLAND Stw pb wh b. Pittsburgh, Pa., 1893. 92 x 18 x 3.4. Originally a short trade packet, was last of such to run on Youghiogheny River. Rebuilt at Pt. Pleasant, W. Va., 1901, and got engines from former ferry CHAMPION NO. 2 which ran at Pomeroy, Ohio. Varian Brothers then owned her, and made a towboat of her.

T-628 NELLIE WALTON Stw pb wh b. Brownsville, Pa., 1873. 124 x 22 x 4.5. Was owned by Capt. Joseph Walton and towed coal south, her master for 27 years being Capt. George W. Howder. Finally worn out and taken to Marietta, Ohio, 1903, and engines, etc. went to new towboat RIVAL then building for the Combine. The hull and cabin was used around Marietta as a boat harbor, etc. until it burned in midstream there, August, 1905.

T-629 NELLIE WILLETT stw pb wh b. Leavenworth, Ind., 1904. 102 x 27.5

x 3.5. Capt. Dick Willett built her, named her for his daughter (Mrs. W. H. Day, 1941). Went up Salt River to Shopersville, Ky. and brought out two barges of staves, May, 1905--said to be the first boat to go there. Sometime after 1915 was sold to Mexico.

T-630 NEPTUNE Stw tb wh b. Lyons, Iowa, 1900. 102 x 23 x 4. Engines 12's- 4 ft. stroke from former WILDWOOD b. 1894. Owned by Capt. George Winans, and built at the Godfrey Marine Ways. First master of this boat was Capt. Robert Mitchell, then Capt. Charles Trombley until 1904. Sold and renamed HARDWOOD (which see) about 1910.

T-631 NETTA DURANT stw rafter wh b. Baytown, Minn., 1881. 100 x 18 x 3. Owned by Clinton Lumber Co., Clinton, Iowa, and A. E. Duncan, Lyons, Iowa. By 1890 had been sold to Le Claire Navigation Co.

T-632 NEW HAVEN Stw pb wh b. Pomeroy, Ohio, 1892. 101 x 20 x 3. Originally named WM. WORMALD. In August, 1899, owned by Golike & Rust, St. Louis, sank at foot of Biddle St., St. Louis.

T-633 NEW LOTUS Stw pb wh b. Brunswick, Mo., 1931. 77 x 22.6 x 4. Originally operated by Massman Construction Co. on Missouri River, sold to Capt. Billy Bryant of showboat fame in 1939. In September, 1942, sold to Earl Webster of Pittsburgh, who transferred her to Alex J. Slepiski. At present in a state of conversion to diesel at Pittsburgh.

T-634 NEW ORLEANS Stw tb wh --Originally (a) LOUIS HOUCK and (b) BARRETT, both see. Renamed NEW ORLEANS in March, 1921, then owned by the Federal Barge Line. They used her in Mississippi River towing, then sold her to Capt. George W. Whiteman, 1928, who took her to Slidell, La. for repairing where she burned on July 20, 1928.

T-635 NOKOMIS Stw tb sh b. Dubuque, Iowa, 1899. 199.4 x 36 x 5.6. Owned by U. S. Engineer Dept., and later transferred to Federal Barge Line. This vessel took the initial Barge Line tow from St. Louis to New Orleans, departing from St. Louis at 5 A.M., September 28, 1918.

T-636 NOLIN Stw pb wh --Originally towboat OCOEE, which see for building details. The U. S. Engineer Dept. sold her to Capt. Tom Hines who towed with her on Green River for the Diamond Black Rock Co. Later owned by Capt. J. Edgar Williams and dismantled about 1940 in Barron River.

T-637 NORMAN CRAWFORD --Originally (a) EL CAPITAN, (b) JOHN M. WARNER, (c) HIRASEE, see EL CAPITAN for building details. Got present name when bought by Arrow Transportation Co., Sheffield, Ala. about 1940. In operation in 1946.

T-638 NORTH STAR Stw rafter wh b. Dubuque, Iowa, 1906. 140 x 32 x 4.2. Engines and equipment from dismantled rafter GLENMONT (see). Constructed at the Eagle Point boatyard. Used the HARRIET (see) for a bow boat. After rafting played out she was sold to Patton-Tully Transportation Co., Memphis, renamed EUGENIA TULLY, later COMMANDER (see).

T-639 NORTHERN Stw pb wh b. Jeffersonville, Ind., 1909. 125 x 26 x 4. Owned by Capt. E. T. Slider of Louisville, Ky. Eventually dismantled at Louisville, Ky.

T-640 O. F. SHEARER Stw pb sh --Originally towboat VICTORY, which see for building details. Renamed after sold in summer of 1909 to O. F. Shearer & Sons, who use her towing Kanawha River coal to Cincinnati. In operation 1916.

T-641 OAKLAND Stw tb wh b. Pittsburgh, Pa., 1872. 210 x 35 x 6. Built for Thomas Fawcett & Sons, original owners of the BOAZ, ACORN, MAGGIE, CONVOY (all see) and part owners in the O. H. ORLSEY, PARK PAINTER NO. 2, DART, BENGAL TIGER. Capt. Thomas Fawcett was senior member of the firm and associated with him were Capt. James T. Fawcett and Thomas Fawcett, Jr. The OAKLAND was commanded by "McKeesport Billy" Smith and her roof bell was inscribed "Presented to Capt. Billy Smith by A. Fulton & Son, Pittsburgh." This same bell was on the towboat CRUCIBLE (see) later. The St. Louis & New Orleans Transportation Co. bought the boat, operated her on the Mississippi River. In September, 1901, sold to Peoples' Coal Co., Pittsburgh, and returned to tow coal. Later was in the Combine, and was renamed F. M. WALLACE in January, 1914---see her under that name for additional details.

T-642 OCOEE Stw tb wh b. Tuscola Shadyside, Ala., 1914. 100 x 22 x 3. Owned by U. S. Engineer Dept. and sold in 1930's to Green River, renamed NOLIN (which see).

T-643 OHIO Twin prop tb sh b. Neville Island, Pa. by Dravo, 1930. 191 x 40.6 x 8. Two vertical uniflow condensing 3 cyl. single expansion engines. Two water tube boilers. In fall of 1941 returned to Dravo and equipped with Kort nozzles. Owned by Mississippi Valley Barge Line Co.

T-644 OIL VALLEY NO. 2 Stw tb wh b. Pittsburgh, Pa., 1870. Engines 15's- 5 ft. stroke from original OIL VALLEY b. 1865. This vessel owned by Capt. Thomas Jackson and commanded by Capt. William Jackson, took first tow of refined oil from Allegheny River to Memphis and St. Louis. Sold to Sam Castle in 1872 but shortly the McDonald's had her and sold her in 1873 to do transfer duty at Henderson, Ky. and Evansville. The Campbell's Creek Coal Co. bought the boat, and towed with her to New Orleans, Capt. James Summers of Gallipolis, O. commanding. In 1884 completely rebuilt at Charleston, W. Va. and renamed SPRING HILL (see) and later was called R. K. WELLS (also see).

T-645 OLD RELIABLE Stw pb wh b. Spottsville, Ky., 1909. 100 x 21 x 4. Operated on Green River and around Evansville. Overturned in a storm three miles below Golconda, Ill., April, 1914, drowned Capt. August Hollerbach. In early 1917 came to Pittsburgh owned by Capt. Charles T. Campbell, and towed gasoline from Sistersville, W. Va. to the Atlantic Refining Co., Allegheny River. Later was in the Union Barge Line Co. and sold to Capt. Griff Shaw of Pittsburgh for contract towing, and burned in late June or early July, 1934, at Woods Run, Pa., Ohio River.

T-646 OMAR Stw pb sh b. Neville Island, Pa. by Dravo, 1936. 171.4 x 34.6 x 7. Condensing engines by Marietta, 16's, 32's- 7 ft. stroke. Owned by the Ohio River Co., Cincinnati, Ohio. In operation 1947.

T-647 ONWARD Stw tb wh b. Pittsburgh, Pa., 1877. 165 x 30.5 x 5.5. Had an open recess aft of her cabin similar to the TOM DODSWORTH, RIVAL, PARK PAINTER, and others. Towed coal from Pittsburgh, and led the parade at the opening of Davis Island Dam, October, 1885. Burned at Six Mile Run, Monongahela River, July, 1897.

T-648 OSCAR F. BARRETT Stw tb ih --Originally towboat E. R. ANDREWS which see for building details. Renamed when bought by Barrett Line, Cincinnati, Ohio. They sold her to Standard Oil (La.) and they employed her on the lower Mississippi until she was crossed out in 1934. She then was used as a pump boat to furnish steam. The Williams Dredging Co. got her for use as a quarter boat and she was eventually dismantled.

T-649 OTTO MARRET Stw tb wh b. Raymond City, W. Va., 1898. 142.5 x 28.3. Machinery said to have come from former towboat BEN WOOD b. 1871, engines 16's-5½ ft. stroke. Owned by Raymond City Transportation Co. Capt. William D. Curry long her master. Burned at North Bend, Ohio River, in August, 1935.

T-650 OTTO MARRET wreck --After the fire described above.

T-651 OTTUMWA BELLE Stw rafter wh b. Canton, Mo., 1895. 104 x 22 x 4. Engines 13's- 42" stroke from former rafter J. W. MILLS (see). Built for Parmalee Bros. and traded later to S. & J. C. Atlee for the J. C. ATLEE. Still owned by Atlee in 1915. Owned 1919 by Interstate Material Co. of Davenport, Iowa, and got a new hull at the Kahiko yard that year, was renamed INTERSTATE (which see). As the OTTUMWA BELLE, towed the last log raft down the Mississippi River in August, 1915.

T-652 P. M. PFEL Stw pb wh b. Brownsville, Pa., 1901. 125 x 24 x 3.6. Engines 17's- 5 ft. stroke. Three wr. boilers. Built for Capt. C. W. Posey and others, originally towed coal, later belonged to the Iron City Sand Co., of which Philip M. Pfeil was a leading light. During a flood at Pittsburgh she broke her moorings, drifted into a bridge pier, was lost--this about 1933.

T-653 PACIFIC Stw pb wh b. Pittsburgh, Pa., 1880. 146 x 27 x 3.8. Owned by the Pacific Coal Co., operated by Capts. Joe and Ab Gould. This boat was called the "little PACIFIC" to distinguish her from the PACIFIC NO. 2 (see next listing) which was contemporary after 1893. She was hitched to a coal tow, had been landed above old Davis Island Dam, and was backing out preparatory to running the pass when the CHARLIE CLARKE with a tow came down the river, ran over her, sank her. This was on December 14, 1899.

T-654 PACIFIC NO. 2 Stw tb wh b. Pittsburgh, Pa., 1893. 176 x 32 x 5. Engines 22's- 7 ft. stroke from former towboat LIONESS NO. 2 b. 1869. Owned by Pacific Coal Co., Pittsburgh, operated by Capts. Joe and Ab Gould. Went in the Combine, 1900, and continued towing for them until retired to the boneyard about 1913, was dismantled two years later at Elizabeth, Pa. The hull was converted into a model barge and in 1920 was used by Follansbee Bros. to haul cement in.

T-655 PACIFIC NO. 2 and IRON AGE ---A good photo of these two boats moored in the Pittsburgh harbor.

T-656 PARK BLUFF Stw rafter wh b. Rock Island, Ill., 1884. 107.3 x 22.7 x 3.5. Long was bow boat for the GLENMONT (see). Sank in Lake St. Croix near South Stillwater, drowning engineer James Ferguson, September, 1903. Rebuilt at Tabasha, Minn., 1906, renamed HARRIET (which see).

T-657 PATRICIA BARRETT Stw tb sh b. Jeffersonville, Ind. by Howard, 1927. 175 x 40 x 6.4. Condensing engines, 15's, 32's- 8 ft. stroke. Four wr. boilers. Owned by Barrett Line, Cincinnati, Ohio. In operation 1947.



T-658 PATRICK J. HURLEY Stw tb sh b. Dubuque, Iowa, by Dubuque Boat and Boiler, 1930. Engines 18's, 26's- 9 ft. stroke. 150 I x 48 x 6.1. Water tube boilers. Owned by Federal Barge Line and in operation 1946.

T-659 PAULINE Stw rafter wh b. Stillwater, Minn., 1878. 112 x 21 x 3.5. Owned by Capt. J. M. Turner and Capt. A. F. Hollinshead, ran logs and lumber for the Empire Co. and Standard Lumber Co., 1887-93. Turner then took the boat and ran her 1890-93 and sold her considerably ahead of the game. She was converted to a packet, operated Burlington, Navvoo and Keithsburg, Capt. Thomas Pool--proved too small--and was sold to Capt. William Ewing and Frank J. Eugina. She was dismantled in 1900. Machinery and equipment went to building the steamer COLUMBIA at Stillwater, Minn., 1900, which was sold 1903 to a Capt. Comber and was taken to Florida to assist in the construction of the F.E.C. Railroad to Key West. The COLUMBIA burned at Milton, Fla., March 13, 1911.

T-660 PEACE Steam prop tb sh b. Neville Island, Pa. by Dravo, 1916. 107.8 x 22 x 5.2. Upright boilers and two props. Frank R. Dravo, convinced that propellers were the solution for river towing, built her as an experiment. The boat was operated in the Keystone Sand Co. division of Dravo, never set the world on fire, was eventually dismantled. At the present time there is a new diesel prop towboat of the same name.

T-661 PEARL Stw single deck wh b. Peoria, Ill., 1891. 42 x 8 x 3. Used in Illinois River. Photo at L. & M. Canal, Lock 2, Bureau, Ill. Was still operating 1903.

T-662 PEARSON Stw sand sucker, single deck b. Moline, Ill., 1898. 83 x 19 x 3.1. Although the name on this boat appears as PEARSON, she is registered as the JAMES P. PEARSON, owned by Missouri Gravel Co., St. Louis, as of 1929.

T-663 PEEANEN Stw pb wh b. Rochester, Pa., 1919 and completed at Pittsburgh. 84 x 16 x 3.6. Owned by Pihl & Miller, river contractors. By 1929 she had been rebuilt into a gas towboat named HELEN C. and owned by W. T. Gray, Midland, Pa. The HELEN C. eventually was dismantled and her engine went on the mv. PENNSYLVANIA. Earl Cooper bought the hull but never rebuilt it.

T-664 PENNOVA Stw pb sh b. Pt. Pleasant, W. Va. by Marietta and completed at Lock 4 yard, Monon River, 1925. 120 x 28 x 4.6. Condensing engines 10's, 22's- 5 ft. stroke. Three wr. boilers. Owned by U. S. Engineer Dept., Pittsburgh, Pa. Sold at public sale to Charles Zubik, 1939, renamed CHARLES ZUBIK (see), later was MAC-ROD (also see).

T-665 PERCY KELSEY Stw tb wh b. Pittsburgh, Pa., 1882. 146 x 31 x 4. Owned by W. H. Brown Sons, Pittsburgh coal operators. Exploded her boilers in White's Riffle, near Glenfield, Pa., on the Ohio River, January 1, 1898. Capt. Ulysses Grant Jones was master at the time of the explosion. He was in the pilothouse at the moment, talking with an old riverman who was taking a pleasure trip (and who was killed instantly). Capt. Jones was blown to the stern of the boat where he came to his senses trying to cut a 1/2" wire cable with his penknife. He was confined to a hospital many weeks, got better.

T-666 PERCY SWAIN Stw tb wh b. Road's Landing, Minn., 1882. 129.8 x 19.7 x 3.5. Originally named MINNIE but renamed prior to 1886. Towed on upper Mississippi owned by the Swain's of Stillwater, Minn. Later sold to

Memphis and renamed PROGRESS (see).

T-667 PARI Stw tb wh b. Jenerette, La., 1914. 110 x 27.6 x 3.7. Operated in the south, later owned by Capt. Owen F. Burke of Mobile, Ala. who called her BURKE JR., so registered 1929 and still going 1933.

T-668 PETE KIRNS Stw rafter wh b. circa 1878. 122 x 24 x 4. Engines 12's- 4 ft. stroke from first rafter J. W. VAN SANT b. 1869. The PETE KIRNS was built to replace the VAN SANT, and soon was sold to U. S. Mississippi River Commission, renamed KIRNS--in operation 1892.

T-669 PETER HONTZ Stw tb wh b. Paducah, Ky., 1896. 100 x 22 x 3. Owned by Capt. P. H. Johnson of Paducah. Exploded her boilers near Danville, Tenn. in June, 1900, killing one person, injuring three. Was rebuilt and in July, 1903, brought a record tow of cross ties out of Green River, 7 barge loads containing 26,128 ties. Later was sold, renamed MARGARET, sank at Arkansas City, Ark., March 10, 1914.

T-670 PITTSBURGH Stw tb wh --Originally towboat S. H. H. CLARK which see for building details. Towed coal after renaming for the Combine, and ran until 1913. On her last trip up the river with empties she blew a cylinder head at Vanceburg, Ky. (November 1913). Was sent to the bonoyard, and in February, 1918 the hull, cabin, etc. was bought by Capt. W. F. Smith of Pt. Pleasant, W. Va. and transformed into a mill boat for the Pt. Pleasant Dry Dock Co. It was still there in 1936, but later was beached and wrecked.

T-671 PITTSBURGH COAL Stw pb sh b. Neville Island, Pa. by Dravo, 1937. 141.2 x 32.1 x 6.5. Condensing engines, 14's, 28's- 7 ft. stroke. B & W steam generators. Owned by Pittsburgh Coal Co. and in operation 1947.

T-672 PLYMOUTH Stw pb wh b. Pittsburgh, Pa., 1899. 121 x 23 x 3.6. Originally named R. L. AUBREY owned by Peoples' Coal Co., Pittsburgh. Was sold after 1906 to Hickey Transportation Co. and became a Kanawha River towboat bearing name PLYMOUTH. Sank at Lock 3, Kanawha River, on March 25, 1917, drowning the cook and wrecking the upper works. Raised and rebuilt. Sold later to American Barge Line Co., who placed uniflow engines on her (only such installation on the rivers) and she remained active until about 1942, was laid up at Jeffersonville, Ind. and sank there on January 14, 1945.

T-673 PLYMOUTH sunk --Same boat as above, sunk in Kanawha River, 1917: this picture taken after she was raised and at Pt. Pleasant.

T-674 PORT EADS Stw tb wh b. Madison, Ind., 1877. 197.8 x 33.3 x 6. Engines 26's- 6 ft. stroke, from former towboat CRESCENT CITY. Owned by Mississippi Valley Transportation Co. Capt. James Good superintended her building. In operation 1886, eventually wrecked on the Cairo, Ill. bridge.

T-675 PRESCOTT Stw rafter wh b. Prescott, Wis., 1870. 80 x 18 x 3. Used as a bow boat running rafts over the Le Claire-Rock Island rapids owned by D. F. Dorrance and John Smith, and the first boat so regularly employed. Still in operation 1886, eventually dismantled at Rock Island, Ill.

T-676 PRINCESS Stw tb wh b. Harmar, Ohio, 1882. 115.5 x 20.6 x 3.5. Originally a packet in Wheeling-Bellair trade owned by Prince Packet Co., Capt. Tom Prince, president, Capt. Jas. B. Campbell, master. Later converted into a towboat, wrecked at Beaver Shoals.

T-677 PROGRESS Stw tb wh ---Originally (a) MINNIE, (b) PERCY STAIN. See PERCY STAIN for building details. As PROGRESS owned at Memphis by Tennessee Hoop Co. and was in operation there 1925.

T-678 R. A. SPEED Stw tb wh b. Pittsburgh, Pa. by Rees, 1863. 124 x 22 x 4.2. Engines 15's- 5 ft. stroke. Towed cross ties from Tennessee River many years, Capt. John Watts, master. Prior to this, Capt. Grant Marsh ran her towing lumber barges between Cairo, Ill. and St. Louis circa 1896-90.

T-679 R. B. KENDALL Stw pb wh b. Pittsburgh, Pa., 1861. 105 x 16 x 3. Originally named JOHN LOMAS and as such collided with excursion boat SCOTIO at Mingo, on Ohio River, July 4, 1892, causing sinking of the latter with large loss of life. After the accident the LOMAS was bought by Capt. Moll Brown of Hartford City, W. Va. He sold her to Mohler Lumber Co. on Kanawha River, they renamed her R. B. KENDALL. In 1892 she was used as a short trade packet on Maskingum River, operated by Capt. Oscar Webster. Eventually dismantled; her whistle went to the packet SONOMA.

T-680 R. J. ARMSTRONG Stw pb wh b. Glen Osborne, Pa., 1907. 96.7 x 19 x 3. Owned by the Ohio River Contract Co. who were building Dam No. 3, Ohio River, at the time. The boat was completed at Marietta, where she got her machinery, etc. She was later used in Kentucky River, and sold to the U. S. Engineer Dept., Pittsburgh, in 1915 and renamed CROSET. Eventually dismantled.

T-681 R. J. HESLOP Stw pb wh b. Pittsburgh, Pa., 1893. 93 x 16.5 x 3.2. Originally named HARRY NO. 2, owned by Pittsburgh Plate Glass Co. Engines 11's- 3 ft. stroke. Two wr. boilers. HARRY NO. 2 was rebuilt at Middleport, Ohio, owned by W. J. Anglin, Pittsburgh, circa 1928-29 and renamed MACKBELL. Shortly after was sold to Capt. John M. Hysmith, Pittsburgh, renamed R. J. HESLOP to honor Col. Robert J. Heslop of Pa. Pleasant, W. Va. She led the boat parade at Elizabeth, Pa., July 2, 1934, and burned shortly thereafter.

T-682 R. J. WHEELER Stw rafter wh b. Baytown, Minn., 1880. 126 x 26.2. Owned by Durant & Wheeler. Later owned by William M. Davis of Clinton, Iowa. Renamed PEARL DAVIS about 1900 and towed staves and lumber on Black River, Ia. Eventually caught fire while under way, burned.

T-683 R. K. WELLS Stw tb wh --Originally (a) OIL VALLEY NO. 2, (b) SPRING HILL. See both for details. Under latter name was wrecked at Lock 5, Kanawha River, Sept. 26, 1869, and was rebuilt as the R. K. WELLS, and towed coal on Kanawha River. Sank at Charleston, W. Va. in May, 1901, and a lamp overturned, burning off the upper works.

T-684 R. M. BLACKBURN Stw pb wh b. Pittsburgh, Pa., 1888. 116 x 22 x 4.6. Was rebuilt into the HARRY P. JONES at Pittsburgh in summer of 1896. Under latter name she towed in the Monongahela pools until dismantled about 1913, and then served as a pumpboat for a year or so.

T-685 R. S. HAYES Stw tb wh b. Madison, Ind., 1883. 195 x 34 x 6. Engines 28's- 8 ft. stroke from former towboat JOS. H. BIGLEY. Owned by Mississippi Valley Transportation Co. Burned at Cairo, Ill., at 5 A.M., Tuesday, December 28, 1886, and caused the destruction of the new Anchor Liner CITY OF NATCHEZ. Boilers later went on the JOHN GILMORE.

T-686 RACHEL WOODS Stw pb wh b. New Orleans, La., 1866. 92.6 x 18.1 x 4.6. Originally named LOUISIANA and renamed by Woods Bros. Construction Co. who used her on Missouri River. Eventually finished her career up there.

T-687 RALPH HICKS Stw pb wh b. St. Louis, Mo., 1902. 110.6 x 20.1 x 3.4. Originally a motor pleasure boat named ALBERMUTLA. Capt. Jeff Hicks of Pine Bluff, Ark. bought her, renamed her, used her for a pleasure boat, and later she went to contract towing owned by River Transportation Co., St. Louis. Dismantled at the St. Louis wharf, 1944.

T-688 RANGER Stw pb wh b. Pittsburgh, Pa., 1892. 135 x 25 x 4.5. Engines 16's- 6 ft. stroke. Originally named JOHN W. ALLES, and renamed after her boilers exploded in 1902 (which see). She towed for the Combine and was dismantled in 1936.

T-689 RANGER Stw pb sh b. Neville Island, Pa. by Dravo, 1936. 141.9 x 32.1 x 6.7. Engines 16's- 6 ft. stroke, condensing. Four wr. boilers. Owned by Pittsburgh Coal Co. until spring of 1945 when sold to Zubik Towing Co. In operation 1946. Carries whistle from former towboat RAYMOND HORNER (see).

T-690 RAVEN Stw tb wh b. Cincinnati, Ohio, 1864. 266.34 tons. Engines from former towboat LAKE ERIE NO. 2 (see Foreword in this book). Owned by Cincinnati, Louisville, Evansville & New Orleans Barge Line, Capt. A. J. Ross. Exploded her boilers at Cincinnati, April 5, 1870. Was rebuilt and operated after 1877.

T-691 RAVENNA Stw rafter wh b. Stillwater, Minn., 1869. 122.6 x 22 x 4. Operated as a raftboat until she sank in Musquoketa Chute, near Dubuque, June, 1902, drowning four of the crew including Capt. John Hay. Afterwards was rebuilt by H. C. Wilcox & Sons, renamed LA CROSSE and used as a packet.

T-692 RAY Stw sawmill boat, wh b. New Matamoras, Ohio, 1904. 115.5 x 22 x 3. Originally her machinery was on the Big Sandy River packet ANDY HATCHER, later on sawmill boat MARY H. Operated on the Ohio River, sawing lumber by contract, until about 1917. Machinery later went to towboat W. H. SMITH and then to the COP-R-LOY (which see).

T-693 RAYMOND HORNER Stw tb wh b. Sewickley, Pa., 1862. 195 x 45 x 6.5. Engines 24's- 8 ft. stroke. Six wr. boilers. Owned by C. Jutte & Co., Pittsburgh coal operators. She set the pace in April, 1896 by taking a 31-piece tow down the Ohio River to Louisville. Capt. Augustus Jutte was in charge, a dandy of his day and a daring navigator. On this occasion she left Pittsburgh at 3 o'clock one morning, filled her tow out at Safe Harbor, Pa. and left there with 15 coalboats, 3 light coalboats, 12 barges, one fuel; a total of 630,000 bushels. This was considered the largest trip ever handled in the upper river. Went in the Combine after 1900, was reboilered 1903 and rebuilt. This scribe remembers hearing the RAYMOND HORNER whistle passing Sewickley, Pa. on the night of January 11, 1917 enroute to Pittsburgh and the boneyard. Her whistle went to the RANGER (#1) and then to RANGER (#2) both see.

T-694 RAYMOND HORNER accident. --Same boat as above. In October, 1906, she struck a low hanging cable at Ohio River Dam No. 16 then under construction and took off pilothouse and caused much damage. Capt. John "Doggy" Dippold was badly injured and never completely recovered from the experience.

T-695 REAPER Stw pb wh b. Marietta, Ohio, 1906. 135 x 26 x 4.8. Engines 15's- 5½ ft. stroke, Marietta Mfg. Co., originally on JACOB HEATHINGTON, then GEORGE F. EAGAN. Owned and operated by West Kentucky Coal Co. and sold by them to Barrett Line in 1922. Sank at Barrett's Landing, Cairo, Ill., April 26, 1925. Machinery went to MARCIA RICHARDSON (see).

T-696 REBA REEVES Stw pb wh b. Charleston, W. Va., 1897. 105.4 x 21.8 x 3.4. Sank in ice at Sokitan, Ohio, February 15, 1918. Was rebuilt at Madison, Ind. and called J. F. BUTTS (see).

T-697 RED SPOT Stw pb wh b. Paducah, Ky., 1912. 111 x 26.3 x 4.2. Machinery from former daylight packet BELLEVUE. Owned by Ayer & Lord Tie Co. and operated on Tennessee River. Sold in 1922 to U. S. Engineer Dept., Florence, Ala., later purchased by Barrett Line and became the JEANNIE BARRETT, (which see).

T-698 RED WING Stw rafter wh b. Winona, Minn., 1889. 134 x 22.5 x 4.2. Originally named JUNIATA (which see) and renamed by Capt. M. H. Nowcomb of Pepin, Wis. who used her as a packet, Wabasha-St. Paul and ran excursions towing barge MANITOU until 1923. This outfit was brought to Pittsburgh by Capt. Ralph Emerson who sold the MANITOU to Walter B. Eichloay (the BETSY ANN towed this excursion barge in the 1929 parade celebrating completion of Ohio River dams). Ralph Emerson did job towing with the RED WING. While Capt. M. H. Nowcomb owned the RED WING, he one time took her to Durand, Wis. along with the MANITOU, this in 1912; first boat there in 26 years and perhaps the last. Capt. Eli Mindor, old Chippewa pilot, did the star-gazer work.

T-699 REINDEER Stw pb wh b. Pittsburgh, Pa., 1865. Engines 16's- 5½ ft. stroke. Three wr. boilers. Owned by Capt. H. D. Wilkins. Later owned by Capt. Charlie Mongos, and went over the dam at Lock One, Monon River, about 1882, wrecked. Nate Kirkwood was the pilot on watch. On May 16, 1938, the U. S. Engineers dredged up an old capstan made of hickory and bound with iron bands, and old rivermen speculated it came from this boat.

T-700 RELIANCE Stw pb wh --Originally (a) ACTIVE, (b) HECLA, both see. Renamed by Union Barge Line Co. when they acquired her in 1924. This was the goose that laid the golden egg for Union Barge; long had a contract with the Standard Oil (N. J.) towing gasoline on the upper Ohio, Monongahela and Kanawha rivers, superintended by Sherman D. Archbold. Capt. Albert Gilmore was on her a long while, then Capt. Walter C. Booth. Sank in mouth of Little Kanawha River, fall of 1925, raised. Sold to Zubik Towing Co., spring of 1946, dismantled.

T-701 RELIEF Stw pb wh b. Pittsburgh, Pa., 1895. 140 x 25.5. This boat burned at Cincinnati, February 26, 1900, was rebuilt, and went in the Combine. Sank at Rising Sun, Ind. after striking a sunken barge of iron rails from the tow of the JIM WOOD, June, 1902. She turned over, and was righted with assistance from the JOSEPH B. WILLIAMS and E. A. WOODRUFF. Rebuilt, and ice finally destroyed her at Cincinnati, February 12, 1905.

T-702 RENOWN Stw tb sh --Originally towboat SARAH EDENBORN which see for details of build. Renamed by Sohio Petroleum Co. who rebuilt her in 1941. They sold her, February 1945, to Island Creek Fuel & Transportation Co. who presently tow coal with her on Ohio River.

T-703 REPOSE Stw single deck wh b. Freedom, Pa., 1896. 65 x 15 x 2.4.

Did job towing on the upper Ohio, and was sold down the Mississippi in 1916, sinking near Vicksburg, 1919-20.

T-704 RESCUE Stw pb wh b. Pittsburgh, Pa., 1881. 126 x 24.3 x 3.7. A Pittsburgh coal towboat. Collapsed a flue in First Pool, Monon River, in May, 1895, killing engineer George McGinness. Exploded her boilers at Lock Three, Monon River, October 21, 1898, killing Capt. Charles Soidoll. Her machinery went to building the CARBON (see).

T-705 RESOLUTE Stw tb wh b. Pittsburgh, Pa., 1872. 174 x 33 x 6. Originally named GEORGE LYSLE (which see). Renamed when bought by the Jutte Coal Co., Pittsburgh. She towed Pittsburgh coal until sold to Alabama Black Coal Co. about 1900 and then towed between Greenville, Miss. and New Orleans along with the BIRMINGHAM (see). Both these boats were sold to the Combine in June, 1904. The RESOLUTE was dismantled near Elizabethtown, Pa. in 1913, having been idle a year or so previous.

T-706 RESOLUTE Stw pb wh b. Pittsburgh, Pa., 1882. 139 x 29 x 3. Machinery from former towboat MICHIGAN. Owned by Gray's Iron Line, Pittsburgh. Brought down two model barges with supplies for flood sufferers in 1884 at Gallipolis. Later was sold to New Orleans, and for a while this boat and the RESOLUTE listed above were contemporary on the lower Mississippi and were termed "Big Resolute" and "Little Resolute" in conversations.

T-707 RESOLUTE Stw pb wh b. Paducah, Ky., 1914. 106 x 21 x 3. Got much equipment from the towboat I. N. HOOK (see). Capt. Walter G. Hougland towed out of Green River with her. Sold to Duquesne Light Co., Pittsburgh, May 11, 1920, and towed to their Brunot's Island plant along with the HIBERNIA, (see) styled Equitable Towing Co. While so engaged went over Dam One, Monon River, October, 1927, turned bottom side up, total loss.

T-708 REZISTAL Stw pb wh --Originally (a) CHARLIE CLARKE, (b) ATHA, both see for building details. After a complete rebuilding at Crucible, Pa. got present name in 1938, owned by Crucible Steel Co., Pittsburgh. Retired in 1946.

T-709 RICHARD Stw pb sh b. Jeffersonville, Ind., 1908. 141 x 32.8 x 5. Originally snagboat MAMMOTH CAVE owned by U. S. Engineer Dept. and used on Green River. Bought by Capt. R. J. Hiernaux of Charleroi, Pa. at public sale about 1938 and rebuilt at Pittsburgh, renamed. He towed with her until she burned at Charleroi, December 10, 1940.

T-710 RICHARD Stw pb wh b. Boardstown, Ill., 1915. 90 x 18.6 x 4.3. Owned by the Hulott family which also operated the LANCASTER (see). Sold to Kansas City Bridge Co. prior to 1929, and operated on Missouri River until dismantled in January, 1934.

T-711 RICHARD BARRETT Stw tb sh b. Dubuque, Iowa, 1919. 156.6 x 34.6 x 5.6. Originally U. S. Coast Guard cutter KANKAKEE, bought by the Barrett Line in summer of 1936 and rebuilt, renamed. In operation 1946.

T-712 RICHLAND Stw tb sh b. Leetsdale, Pa., 1903. 159 x 31.3 x 5. Originally (a) GEN. THEODORE SCHWAN (b) SWAN (c) WILLIAM MULLER, latter two see. As RICHLAND owned by Richland Coal Co., Wheeling, W. Va., operated by the Costanzo's (see COSTANZO). They dismantled the boat, spring of 1941, and later the hull, cabin, etc. was used as a landing boat at St. Joseph, below Cincinnati.

T-713 RIVAL Stw pb wh b. Marietta, Ohio, 1903. 148 x 27.5 x 4.9. Engines 17's- 6 ft. stroke from former towboat NELLIE WALTON (see). Owned by the Combine. Burned her cabin off at the Point, Pittsburgh, July 30, 1914. Rebuilt with a recess aft of the cabin, and sold to Rodgers' Sand Co., Pittsburgh, July 23, 1915. Sank at the Manchester landing, Pittsburgh, July 23, 1919, raised. Completely rebuilt at Paducah, Ky., 1931, and re-named Wm. B. RODGERS (which see).

T-714 ROBERT DODDS Stw rafter wh b. Stillwater, Minn., 1862. 128.5 x 25. Owned by Schulenburg & Bookeler Lumber Co., for which firm Capt. Robert Dodds was river manager. Owned in 1897 by John D. Pierson of Clinton, Iowa. He sold the boat, apparently, to Mrs. Ida Moore Lachmund of Clinton who ran the boat personally, rode it, tended to the business for the next six years. She was well liked and respected in the raft trade.

T-715 ROBERT DODDS Stw tb wh b. Vicksburg, Miss., 1911. 83 x 22 x 1.4. Apparently the boat in the listing above was rebuilt, for there is much similarity in appearance. Not quite understandable are the shrunken dimensions carried in the U. S. List of Merchant Vessels after 1911. She towed the GREATER NEW YORK showboat and others, was running in 1916.

T-716 ROBERT DODDS sunk --Photo of the 1911 boat sunk while towing a showboat. Occasion and date not known to this scribe.

T-717 ROBERT F. BRANDT Stw tb sh --Originally towboat WALTER A. WINDSOR which see for building details. Name changed when sold to the American Barge Line Co. in late 1935. In active operation 1946.

T-718 ROBERT GORDON Stw pb wh b. Paducah, Ky., 1922. 116 x 23.6 x 3.8. Originally owned by Indiana Towing Co., Evansville, Ind. who sold her to A. P. Breaux, Lockport, La. In August, 1933, Capt. Breaux sold her to Mobile, Ala. where she became a part of the Valley Barge Line of Tuscaloosa, Ala. operated by Capt. B. F. Slaughter and others. Sank in Mobile harbor, 1946.

T-719 ROBERT J. STEWART Stw pb sh b. Leavenworth, Kansas, 1930. 100 x 24 x 5.3. Engines 12's- 5 ft. stroke. Originally owned by Pioneer Sand & Gravel Co., St. Joseph, Mo. and was built at yard of Missouri Valley Bridge & Iron Co., Leavenworth, Kan. and completed at St. Joseph, Mo. Now owned by Producers Pipe Line Co., Owensboro, Ky.

T-720 ROBERT JENKINS Stw pb wh b. West Brownsville, Pa. at Axton yard, 1881. 132 x 22 x 4.4. Engines 15's- 6 ft. stroke. Was rebuilt in 1893. Owned by T. M. Jenkins Co., coal operators. Went in the Combine 1900 and ran for them until 1914, retired. Due to a spurt in business she was brought out, repaired, and went back to work October 17, 1917, Capt. William Shaw, master. Sank in ice, February, 1918, raised. Sold to National Transportation Co., Pittsburgh, October 8, 1920. Burned at Gray's Landing, Monon River, along with the TIDE (see) in late October, 1924.

T-721 ROBERT MCKINLEY Stw pb wh b. Pittsburgh, Pa., 1899, owned by McKinley Coal Co., Pittsburgh. Burned near Allonport on Monon River, in mid-April, 1901, owned by the Combine.

T-722 ROBERT P. GILLHAM Stw pb wh b. Parkersburg, W. Va., 1901. 149.5

x 31.5 x 4.3. Engines condensing 14's, 24's- 7 ft. stroke. Owned by the Campbell's Creek Coal Co. and towed coal out of Kanawha River. This was the first condensing towboat to call Kanawha River its home. Capt. E. A. Burnside long master, then Capt. Tom C. Wright who was accidentally shot at Louisville, Ky., December 4, 1920. Sank at Crown City, Ohio, September 22, 1914, raised. When Hatfield-Campbell's Creek Coal was formed, the name of the boat was changed to HENRY C. YEISER, JR. (which see).

T-723 ROVER Stw pb wh b. Pittsburgh, Pa., 1902. 135 x 23 x 5.2. Engines from the former towboat MAGGIE (which see). Capt. Walter Samson long master of this boat, which was nicknamed "the dog" up in the pools. On one occasion, while acting as bow boat for a big tow leaving Pittsburgh, the ROVER foundered, sank, and boat and tow passed over her--either the TOM DODSWORTH or HENRY LOUREY. She was raised and repaired. George Howden was pilot on watch when the accident happened. Owned by the Combine as long as she ran, was dismantled 1922 and much equipment went to the CRUISER, see.

T-724 RUSSELL LORD Stw tb wh b. Elizabeth, Pa., 1898. 160 x 30 x 5. Owned by Ayer & Lord Tie Co., Paducah, Ky. She was sold to an oil company on Panuco River in Mexico in October, 1920 and towed to Plaquemine, La. by the BERNICE (see). In tow of a steamship off Galveston, Tex. a storm was encountered and the RUSSELL LORD (to quote a telegraphic account) was battered to death.

T-725 S. H. H. CLARK Stw tb wh b. Madison, Ind., 1891. 210 x 37.6 x 6.2. Engines 29's- 10 ft. stroke. Six wr. boilers. Owned by Mississippi Valley Transportation Co., St. Louis. Sold to the Combine, along with the HENRY LOUREY and H. M. HOKIE in November, 1904. Was renamed PITTSBURGH, which see for other details.

T-726 S. P. GILLET Stw tb wh b. Jeffersonville, Ind. by Howard, 1901. 121 x 26. Owned by Ohio River Contract Co. and worked around dams under construction, was so engaged at Dam No. 3, Glen Osborne, Pa. (see R. J. ARMSTRONG). In later years became the towboat A. F. MacARTHUR (which see).

T-727 S. S. THORPE Stw tb sh b. Dubuque, Iowa, 1927. 130.1 x 35.1 x 5.1. Engines condensing 15's, 30's- 6½ ft. stroke. F-7 steam generators. Owned by Federal Barge Line and operated on the upper Mississippi. Sold 1940 to The American Rolling Mill Co. and renamed GEO. M. VERITY (which see).

T-728 SABRINA Side-wheel single deck b. St. Louis, Mo., 1880. 83 x 13 x 4.5. Owned by Missouri River Commission. A cute little trick. Was still running in 1892.

T-729 SACHEM Stw tb sh b. Dubuque, Iowa, by Iowa Iron Works, 1899. 199.3 x 36 x 5.5. Five boats were built there for the U.S. and all about duplicates at the time: SACHEM, CHOCTAW, NOKOMIS, WYNOKA, LEOTA. The SACHEM was in U. S. Engineer Dept. on Mississippi River in 1925 and possibly some later.

T-730 SAILOR Stw pb wh b. Parkersburg, W. Va., 1900. 132.4 x 23.2 x 4.5. Machinery from towboat GEORGE SHIRAS (which see). Built by the Combine, later sold to Vesta Coal Co. (Jones & Laughlin Steel) Pittsburgh. She sank in the land chamber of Lock 3, Monon River, January 14, 1920, with no apparent cause, in charge of Capt. Harry McGuire. A coffer was built to get the boat raised, which collapsed on January 22 drowning Robert G. Elsey, brother of Capt. Phil Elsey, and two others. She was raised and operated



until 1924 when she was dismantled.

T-731 SAILOR Stw pb sh b. Pt. Pleasant, W. Va. by Marietta Mfg. Co., 1924. 133.0 x 36 x 7.1. Condensing engines, 16's, 32's- 6 ft. stroke. Five wr. boilers. Owned by Jones & Laughlin Steel Corp., Pittsburgh, Pa. In operation 1946.

T-732 SAILOR BOY Stw single deck wh b. Cincinnati, 1899 and originally named EMERALD, which see for details. Sold to private owner and was beached on the wharf grade at Madison, Ind. and went to pieces there about 1932.

T-733 SALLIE MARMET Stw pb wh b. Marietta, Ohio, 1911. 142.8 x 28 x 4. Owned by Marmet Coal Co. and operated from Kanawha River to Cincinnati as long as she ran. Circa 1936-37 she was sold to Pittsburgh, dismantled, and her hull beached near old Davis Island Dam.

T-734 SALUS DAVIS Stw single deck wh An old time bow boat, details of date or build not available. Used on upper Mississippi in raft days.

T-735 SAM ATLEE Stw rafter wh b. Rock Island, Ill., 1881. 133.3 x 26.3 x 4. Engines from center-wheel ferry KKEUK. Owned by S. & J. C. Atleo. She was ultimately sold to Robert Cathell of New Orleans who ran her a year or so, took her to Jeffersonville, Ind. and built the CONTROL, which see.

T-736 SAM BARNUM Stw tb wh b. Dravosburg, Pa., 1912. 122 x 22.8 x 4.3. Much equipment from the former towboat DIAMOND used in construction. The DIAMOND had exploded her boilers at Horse Tail Riffle, near Davis Island Dam, Ohio River, December 3, 1911, killing six---this boat was built 1903, originally named S. B. GOUCHER. SAM BARNUM owned by Diamond Coal & Coke Co. of Pittsburgh. Sold April 24, 1917 to Hillman Coal & Coke Co. who renamed her a month later, calling her HILLMAN, which see for other details.

T-737 SAM BARNUM Stw pb wh b. Dravosburg, Pa., 1917. 124 x 26 x 4.1. Engines 12's, 24's- 6 ft. stroke by Marietta Mfg. Co. Three wr. boilers. Owned by Diamond Coal & Coke Co., Pittsburgh. Came out in early June, 1918. Sold to Hillman Coal & Coke Co., renamed A. D. SHEETS (which see for other details).

T-738 SAM BROWN Stw tb wh b. Freedom, Pa. and finished at Pittsburgh, 1891. 177 x 39 x 7.2. Engines 20's- 6 ft. stroke. Owned by W. H. Brown Sons, coal operators. Caught fire at Louisville and burned cabin off in April, 1896, Capt. Henry Brockmeyer. Immediately rebuilt and again in operation in July same year. Completely rebuilt at Elizabeth, Pa., 1903 and registered as a new boat. Capt. Low Blair was master for the Combine. She exploded her boilers at Huntington, W. Va., February 2, 1916 with many deaths. Capt. Blair's body was not located until June 9th.

T-739 SAM BROWN wreck. --Same as above, wreckage after the explosion at Huntington. The boat was demolished, and little remained above water.

T-740 SAM CRAIG Stw pb sh b. Midland, Pa. by Midland Barge Co., 1929. 151 x 34.7 x 6. Condensing engines, 15's, 30's- 7 ft. stroke. Four wr. boilers. Owned by Union Barge Line Co., Pittsburgh, Pa. Duplicate of the J. B. AYRES, C. W. TALBOT, both see.

T-741 SAM DAVIS Stw tb wh b. Chattanooga, Tenn., 1898. 118 x 21 x 2.5. Owned by Tennessee River Navigation Co.

T-742 SAM P. SUIT Stw pb sh b. Pt. Pleasant, W. Va. by Marietta, 1925. 123 x 30.5 x 5.4. Engines 12's, 24's- 6 ft. stroke. Three wr. boilers. On May 9, 1937 she exploded a boiler near Cincinnati, later was rebuilt at Dravo marine ways, Neville Island, Pa. Owned by Island Creek Fuel & Transportation Co., Huntington, W. Va. In operation 1946.

T-743 SAMUEL CLARKE Stw tb wh b. Pittsburgh, Pa., 1870. 175 x 33 x 6. Engines 22's- 9 ft. stroke. Five wr. boilers. Built for Capt. William Clarke and others and towed coal south from Pittsburgh. Capt. John L. Kerr, Sr. was master many years, father of Capt. John Kerr of Union Barge Line Co. She later was a Walton towboat, then in Pittsburgh Transportation Co. Went in the Combine, 1900. Ran until about 1917-18 and was retired. After engines, etc. were removed, the hulk was sold to J. F. Butts who made a cargo barge out of her. Many towboat persons considered this the best proportioned vessel of the Pittsburgh coal fleet.

T-744 SAMUEL L. MAY Stw pb sh b. Jeffersonville, Ind. by Howard, 1925. 130 x 28 x 5. Owned by Union Sand and Gravel Co., Huntington, W. Va. In existence, 1946, but has been laid up for several years.

T-745 SANCO Stw pb wh b. Evansville, Ind., 1920. 110 x 23.1 x 5. Owned by Bedford-Nugent Co., Evansville, Ind.

T-746 SARAH EDENBORN Stw tb sh b. Ambridge, Pa. by American Bridge Co., 1909. 116.2 x 33.4 x 7. Engines 18 3/4's- 8 ft. stroke, said to have come from towboat H. F. FRISBEE (see). Four wr. boilers. Owned by Louisiana Railway & Navigation Co. and towed transfer barges at Angola, La. in partnership with the WM. EDENBORN (see). Sold to Capt. Birch McBride, 1941, and resold shortly thereafter to Sohio Petroleum Co., Mt. Vernon, Ind. and rebuilt and renamed RENOWN (which see for other details).

T-747 SATURN Stw rafter wh b. Rock Island, Ill., 1892. 121.2 x 24.2. Engines 15's- 5 1/2 ft. stroke. Owned by A. B. Youmans, Winona, and burned at the Kahlke boatyard, Rock Island, Ill., April, 1900, along with the MASCOT and VOLUNTEER.

T-748 SATURN Stw rafter wh --Originally JOHN H. DOUGLASS which see for details of build. Was renamed after the original boat (see above) burned. Became an excursion boat on Missouri River out of Omaha City, later sold to National Box Co., Natchez, Miss. and renamed THOS. R. BUCKHAM, burned at Natchez in April, 1920. Was rebuilt, and sank at Symmesport, on May 21, 1927 with 132 convicts aboard.

T-749 SCIOTO Stw pb sh b. Dubuque, Iowa, 1912. 157 x 21 x 5.2. Engines 14's- 6 ft. stroke. Owned by U. S. Engineer Dept., Cincinnati. In operation 1946.

T-750 SCOTIA Stw pb wh b. La Crosse, Wis., 1889. 100.5 x 13.4 x 3. After serving on the upper Mississippi some time she was sold to Kanawha River owned there by Pfaff, Smith & Co., Charleston, W. Va. (circa 1916-1926) and later owned by George E. Bruce Lumber Co., New Orleans.

T-751 SCOUT Stw pb wh b. Marietta, Ohio, 1903. 101.2 x 20.6 x 3.5. Engines 12 $\frac{1}{2}$ 's- 4 ft. stroke made by Hartuppe. Did contract work on the Ohio River owned quite a while by T. J. Gillespie (circa 1912-1916). Was rebuilt at Dravosburg, Pa., 1919, renamed WARING in May that year. Changed back again to SCOUT in December, 1920 by new owners, Water Transport Co. of Pittsburgh. By 1925 she had been sold to General Contracting Co., Pittsburgh, and got two boilers originally on packet JOE FOWLER. She was worn out in service of this concern, and beached on the shore at Rochester, Pa. in mouth of Beaver River.

T-752 SEA LION Stw pb wh b. Wheeling, W. Va., 1880. 121 x 20 x 3. Towed in the fleet of the Big Sandy Towboat Co. in the 1880's along with the COMA, LAMB DUCK, BUCKEYE BOY, GATE CITY. Owned by Capt. Ellis C. Mace, 1906-1917, usually towing logs, etc. from Big Sandy, Guyan, Little Kanawha rivers. Said he; "Worked for the government in summer, the SEA LION helped build more locks than any boat afloat." Lewis Tanner had her 1918, then James Jett of Carrollton, Ky. Burned at Boone's Ferry, up Kentucky River, November, 1919.

T-753 SEA WING Stw rafter wh b. Diamond Bluff, Wis., 1868. 110 x 20.6 x 4.5. Operated as a raft boat on the upper Mississippi. Owned by Capt. David N. Wethorn of Diamond Bluff, Wis. who ran a general store there. She capsized on Lake Pepin with an excursion aboard and drowned 99 persons, this in the summer of 1899.

T-754 SEA WING wreck --Same as above after the accident described above. This was the worst calamity in the history of the upper Mississippi River.

T-755 SEMINOLE Stw pb wh b. Mobile, Ala., 1917. 113.5 x 24.5 x 4. Engines 10's- 17 $\frac{1}{2}$ 's- 6 ft. stroke originally on packet KANAWHA. Owned by Mengel Company, Bayou Rouge, La. Sank at Mengel landing, Baton Rouge, April 29, 1946, raised, dismantled at New Orleans.

T-756 SEQUOYAH Stw tb sh b. Jeffersonville, Ind. by Howard, 1925. 116 x 29 x 6'3". Condensing engines, 13's, 28's- 5 ft. stroke. Water tube boilers. Owned by U. S. Engineer Corps, Memphis, Tenn. In operation 1946.

T-757 SEWANEE Stw tb wh b. Patterson, La., 1904. 116 x 25 x 3.2. Owned for a time by F. B. Williams Cypress Co. and later by R. D. McNooly, Morgan City, La. Burned at Patterson, La., November 18, 1932.

T-758 SHANNOPIN Stw pb sh --Originally HENRY A. LAUGHLIN b. 1905 and renamed 1931. (see HENRY A. LAUGHLIN for full details).

T-759 SILAS WRIGHT Stw rafter wh b. Eau Claire, Wis., 1866. Bought by Porter & Moon in 1869 and Capt. J. M. Turner managed her 1869-1876. Capt. George Winans owned her for a time. She was acting as bow boat at Le Claire rapids on September 3, 1892 when she struck a buoy, caved in her side, and went under the raft. Machinery was salvaged and went on the R. J. KENDALL.

T-760 SLACK BARRETT Stw tb sh b. Ambridge, Pa., 1914. 139.4 x 32.8 x 6.4. Engines 12's, 21's- 7 ft. stroke. Three wr. boilers. Owned by the Barrett Line, Cincinnati, Ohio. Visited Pittsburgh twice in 1920. Sold to U. S. Engineer Dept. and renamed TUSCUMBIA. They sold her, 1937, to Minneapolis Dredging Co. In May, 1939, the Ohio River Dredging Co., Huntington, W. Va. bought her, and she had resumed her original name. In operation 1946.

T-761 SLACK BARRETT Stw tb sh b. Midland, Pa. by Midland Barge Co., 1924. 175.7 x 36 x 6.6. Condensing engines, 16's, 26's- 8 ft. stroke. Two F-7 boilers. Built for Barrett Line who shortly sold her to Standard Oil Co. of N.J., Louisiana Division, New Orleans. In operation 1946.

T-762 SLACKWATER Stw tb wh b. Marietta, Ohio, 1903. 137'6" x 36'10" x 4'4". Owned by U. S. Engineer Dept., Pittsburgh, Pa. This is the second of the name which operated on the Monongahela River, and she was dismantled about 1920. The first SLACKWATER was built 1884, owned by Monongahela Navigation Co. and purchased by the U.S. in 1897. One of these boats (likely the second) exploded her boilers in October, 1906; demolishing the upper works.

T-763. SMOKEY CITY Stw tb wh b. Pittsburgh, Pa., 1872. Engines 25's- 8½ ft. stroke. Six boilers. Built by Capt. James A. Blackmore and long commanded by Capt. C. C. McClure. In 1892 owned by S. S. Crump & Co. In June, 1898, she took 31 coalboats, 4 barges, 4 fuels, Louisville to New Orleans, Capt. Frank Hyatt, master. Frank Culp and Andy Parr were Pittsburgh-Louisville pilots on her at the time, and James Martin and Sam Wodds were the lower river stargazers. This boat burned October 24, 1900 at Sawmill Run, Pittsburgh, Pa.

T-764 SPRAGUE Stw tb sh b. Dubuque, Iowa, by Iowa Iron Works, 1902. 276 x 61 x 7.4. Condensing engines, 28's, 63's- 12 ft. stroke. Built at Dubuque and finished at St. Louis inasmuch as she couldn't go through the Keokuk locks with the paddlewheel placed. Built and owned by the Combine of Pittsburgh and named for their "supt. of Construction." Capt. Peter Sprague built more towboats than any man alive, and was 77 years old in 1902. Among others he also built the JOSEPH B. WILLIAMS (see). When new SPRAGUE's paddlewheel was 40 x 40 feet, having 21 buckets with 4-foot dip. Shortly after she came out the wheel was cut down 2 feet in diameter. Hull single riveted. Coming away from St. Louis on her maiden trip she cut down the Eisenbarth & Henderson showboat at Grand Tower. She came to Pittsburgh and left there in March, 1903, with 25 loads, increasing the tow to 51 at Louisville. On her return from New Orleans she brought up 44 empties and 4 fuels. In August, 1904 she again visited Pittsburgh for extensive alteration. In March, 1905 she again took down 51 loads to New Orleans. Her record tow was handled in February, 1907, going down with 56 coalboats and 4 barges. This tow contained 1,750,000 bushels, making a tow 925 x 312 feet, about 6.6 acres. Capt. James G. Beazell was her first master. On her big trip she was piloted by Henry Nye and Cal Blazier. In her coal towing days she had other noted commanders including Capt. Oliver Douds and Capt. W. L. Carroll. Her original boilers were of the Hopkins type, six sets. In summer of 1917 she was bought by the Aluminum Ore Co. of East St. Louis and operated for them until sold to Louisiana Standard Oil in June, 1925. Since then she has rolled up other accomplishments, in March, 1926, taking 19 loaded oil barges to Baton Rouge containing 11,000,000 gallons in a tow 1123 feet long and 260 feet wide. Since towing oil her commanders have included Capt. Canton P. Seitz, and Capt. E. N. Hampton. In May, 1920, she made a trip to Cincinnati for a load of automobiles, highest up Ohio River she has been since that time. The photograph offered under this listing was taken at St. Louis when the boat was fresh from the shipyard.

T-765 SPRAGUE --Same as above, picture inside her pilothouse showing the enormous 12-foot diameter pilotwheel.

T-766 SPRAGUE ---Same as described last page, a broadside view of her.

T-767 SPRAGUE ---Same, taken since owned by Standard Oil.

T-768 SPRAGUE ---Same, hitched into an oil tow.

T-769 SPRAGUE ---Same, a head-on picture of her.

T-770 SPRAGUE ---Same, hitched to 44 loaded coalboats, at Sand Island, below Louisville, Ky., February 19, 1904.

T-771 SPRAGUE ---Same, passing Ironton, Ohio, maiden trip down Ohio River.

T-772 SPRING HILL Stw tb wh --Originally OIL VALLEY NO. 2 which see for building details. Rebuilt at Charleston, W. Va. 1864 and renamed SPRING HILL and continued towing on Kanawha River, Capt. John F. Rust and others commanding. Downbound at Lock 5, Kanawha River, September 26, 1869, she struck a submerged lock wall, sank. The wreck was raised and rebuilt into towboat R. K. WELLS (which see).

T-773 SPRING HILL accident --Same boat as above sunk at Lock 5, Kanawha River, September, 1869.

T-774 ST. CROIX Stw rafter wh b. Maiden Rock, Wis., 1870. 98.77 tons. Owned by Lorenzo Schrick Jr. In 1887 bought by Capt. Walter Blair and Sam Van Sant from Capt. Mueller of Davenport. Capt. George Winans owned her for a time. Eventually hit a log going through Dubuque bridge and was wrecked.

T-775 STANDARD Stw tb sh b. Jeffersonville, Ind. by Howard, 1915. 130.2 x 20.6 x 5.6. Engines 13's, 26's- 6 ft. stroke, compursing. Owned by Standard Oil Co. of Louisiana, and was first towboat they built outright.

T-776 STEEL CITY Stw pb sh b. Pt. Pleasant, W. Va., 1926. 139.5 x 30 x 4.6. Engines 15's, 26's- 7 ft. stroke by Marietta Mfg. Co. Originally owned by Capt. Charles T. Campbell and others who sold her to Iron City Sand & Gravel Co., Pittsburgh. She broke away from the Iron City landing, Pittsburgh, and struck a pier of the Panhandle bridge, Monongahela River, on June 4, 1941. was wrecked. Her machinery later went to the towboat I. A. O'SHAUGHNESSY (now WOOD RIVER) built on the C. B. REESE hull (which see).

T-777 STEEL QUEEN Stw pb wh b. Jeffersonville, Ind. by Howard, 1901. 125 x 28 x 3.5. Owned by Pressed Steel Car Co. which had plants at McKees Rocks, Pa. and Woods Run, Pa. near Pittsburgh, and she served as towboat and ferry until she burned at Woods Run, October 16, 1926.

T-778 STELLA MOREN Stw pb wh b. Pittsburgh, Pa., 1690. 128 x 24 x 4. Originally named GEORGE ROBERTS NO. 2 (see GEORGE ROBERTS). Owned by the Moren coal interests, later in the Combina. Went over Dam No. 2, Monon River, in 1908.

T-779 STILLWATER Stw rafter wh b. Le Claire, Iowa, 1872. 125 x 24 x 3. Owned by Rock Island Lumber Co. When dismantled her engines went to building the rafter R. RUTLEDGE (which see).

T-780 SUPERIOR Stw tb wh b. Morgan City, La., 1917. 106.8 x 25.0 x 3.8. Owned 1929 by A. Wilbert's Sons Lumber & Shingle Co., Plaquemine, La. Sank June 12, 1934 in Lower Grand River southwest of Plaquemine, 16 miles. The photo we have at present shows the boat in sunken condition.

T-781 SUTER Stw tb sh b. Gasconade, Mo., 1928. 159 x 30 x 5. Engines 12's, 24's- 6 ft. stroke. One F-7 boiler. Sister boat to the BIXBY and owned by the U. S. Engineer Corps, Kansas City, Mo.

T-782 SWAN Stw snagboat sh b. Leetsdale, Pa., 1903. 159 x 31.3 x 5. Originally named GEN. THEODORE SCHWAN. Owned by U. S. Engineer Dept., Pittsburgh, Pa. Capt. W. H. Shannon long her master. Sold at public sale to Capt. William Muller and renamed WM. MULLER, later RICHLAND (both see).

T-783 T. H. DAVIS Stw tb wh --Originally D. W. WOODWARD then BOB PRICHARD (see latter). Rebuilt 1898 at Middleport, Ohio, renamed T. H. DAVIS owned by T. H. Davis, Esq., meat and ice dealer of that city. She was sold to the Barrett Line to replace the sunken CHARLEY McDONALD (which see) in November, 1899. Barrett's operated her several years, later she was owned by C. & E. I. Railroad and operated at Thebes, Ill. to West Bank, Mo. The Illinois Central Railroad used her between Joppa and Paducah 1915, commanded by Capt. James F. Browninski, Sr. She made the upstream run there, March, 1915, in 1 hr. 40 minutes, averaging 11 m.p.h. Sold by John F. Klein to Tampico Oil Co., February 17, 1917.

T-784 T. J. WOOD Stw pb wh b. Middleport, Ohio, 1899. 131.8 x 22.7 x 4.4. Built from the towboat ADVANCE (which see) which had been struck by lightning and machinery from towboat DAUNTLESS (also see). Built for John A. Wood & Co. and commanded 16 years by Capt. E. E. Lenhart. Went in the Combine and towed for them until bought by John F. Klein on November 6, 1920. She was started south in tow of the TRANSIT and got as far as Lock Three, Ohio River. She commenced to sink while in the lock chamber and completed the operation immediately below at Dippolids Landing (see DICK FULTON). Note: Bob McCann corrects us here--says the towboat JOHN F. KLEIN took her down and also had the old packet GOLDEN FLEECE in tow.

T-785 T. P. ROBERTS Stw pb wh b. Marietta, Ohio, 1906. 133.2 x 22 x 5. Owned by U. S. Engineer Dept., Pittsburgh, and was a fixture in the Pittsburgh area as long as she ran. Named for Col. T. P. Roberts, Ass't. U. S. Engineer at Pittsburgh. The Morgan & Davis Dock Co. bought her at public sale, renamed her MORGAN-DAVIS, this about 1926. The writer's impression is that she finally sank in their landing, Glenwood, Pa.

T-786 TABER Stw pb wh --Originally LYDIA VAN SANT which see for details of build. Renamed when bought by Taber Lumber Co., Keokuk, Iowa. Later named SANCO then MARY JANE and under latter name was at Mobile, Ala., 1925.

T-787 TERIC Stw tb sh --Originally towboat H. ST. L. COPPEE which see for details of build. Renamed 1935 when sold to Raymond City Coal & Transportation Co. who still operate her on Kanawha River in 1946.

T-788 TEN BROECK Stw rafter wh b. Stillwater, Minn., 1862. 130 x 26 x 3.9. Engines 17's- 4½ ft. stroke. Three wr. boilers. Owned originally by Gillespie & Harper. In 1886 the Le Claire Navigation Co. bought her and Capt. Walter Blair was master for the next six years. They sold her to Capt. John McCaffrey and his sons who towed ties out of Tennessee River with the boat. Burned at Cairo, Ill., November, 1904.

T-789 THE LEADER Stw pb wh b. Pittsburgh, Pa., 1891. 105 x 20 x 2.6. Owned by Edward J. and Harry B. Hulings (see H. B. HULINGS) in river contracting business. Launched July 31, 1891 at Verona, Pa. where the hull was built. One of the few river boats to have the prefix "THE" as an official part of the name.

T-790 THISTLE Stw rafter wh b. La Crosse, Wis., 1889. 150.1 x 28.4 x 4.6. Owned by McDonald Bros. of La Crosse, commanded by Capt. N. B. Lucas. Several years later owned by Kratka Towing Co., Lansing, Iowa. She ran as a packet in St. Paul-La Crosse trade, operated by Gateway City Packet Co., along with the LIZZIE GARDNER in 1894. Later towed logs out of Cairo, Ill.

T-791 THOMAS A. NEVINS Stw tb wh b. Cincinnati, Ohio, 1879. 105.2 x 33.4 x 5.2. Originally named KENTON. This picture of her shows her caught on the shore of the Muskingum River at Harmer, Ohio, circa 1906.

T-792 THOMAS MOSES Stw pb sh b. Ambridge, Pa. by American Bridge Co. and completed at Coal Valley, Pa., 1926. 147.5 x 33.4 x 5.2. Originally named ISTHMIAN (which see). Owned by Carnegie-Illinois Steel Corp. and in operation 1946.

T-793 THOMAS W. MEANS Stw tb wh b. Cincinnati, Ohio, 1872. 266.26 tons. Owned by Cincinnati & Ironton Barge Line Co., an offshoot of the White Collar Line, owned by Wash Honshell, James M. Kirker, George A. Knight and others. Towed pig iron, nails, etc. from Ironton to St. Louis and returned with grain for Huntington. Other towboats in the Line were the ETNA and COBB CECIL. Later she towed Kanawha River coal in charge of Capt. Penn Wright and Capt. Jim Woodward. Dismantled, and the hull served as a wharfboat at Lawrenceburg, Ind. and was there in 1894.

T-794 TIDE Stw pb wh b. Clarington, Ohio, 1861. 117 x 22 x 3.6. Owned by Capt. William B. Rodgers. The hull was built at Clarington and towed in mid-summer to Wheeling for machinery and completion. Long used in job to ing on the upper Ohio River.

T-795 TIDE Stw pb wh b. Elizabeth, Pa., 1900. 117 x 22.5 x 3.6. Engines from the towboat LITTLE BILL (see). Owned by Tide Coal Co. of which Capt. Wm. B. Rodgers was the loading light. Went in the Combine later. In October, 1917 she was bought by Diamond Coal & Coke Co. March 6, 1918, sold to Reliable Towing Co. and Capt. John G. Britton was master (fresh from the ADMIRAL DEWEY wreck). The National Transportation Co. bought her, May, 1920, and she burned at Gray's Landing, late October, 1924, along with the ROBERT JENKINS (which see).

T-796 TIGRESS NO. 2 Stw tb wh b. Pittsburgh, Pa., 1862. Owned by Capt. Fred G. Dippold and commanded by Capt. J. H. Dippold. Engines 20's- 6½ ft. stroke. Exploded her boilers at Pittsburgh in November, 1875, then owned by J. N. McCloskey. The engineer on watch, Lewis Kennedy, had no license. Numerous lawsuits came up about this and ran on three or four years. Another note states this happened at Sawickley, Pa. on Ohio River. Max Sebolt was her mate at the time. Also in this picture, and showing clearly, are the:

COAL HILL Stw tb wh b. Pittsburgh, 1856. Engines 22's- 8 ft. stroke. Owned 1867 by Capt. C. B. Marthens. Four wr. boilers. Her engines went to the JOHN PORTER in 1877 (which see).

FRANKLIN Stw to wh b. Brownsville, Pa., 1860. When dismantled her engines, 20's- 6½ ft. stroke, went to the towboat ARK (see).

T-797 TIME Stw tb wh b. Pittsburgh, Pa., 1862. 164.8 x 37 x 5.3. Originally named DANIEL KAINS but renamed prior to 1864. Capt. William B. Rodgers bought her at a Marshal's sale, ran her in his Tide Coal Co. until 1891. Later towed for the Barrett Line (1894) and then sold to the lower Mississippi.

T-798 TIME ---Same as above, photograph of the cabin.

T-799 TIME ---Same as above, photograph of the engineroom.

T-800 TITAN Stw pb wh b. Elizabeth, Pa., 1899. 135 x 24 x 4. High pressure engines. Owned by Jones & Laughlin Steel Co., Pittsburgh, Pa. and towed for them until sold in May, 1926 to H. G. Davis of Morgan-Davis Dock Co., Pittsburgh. Soon thereafter resold to Capt. P. C. Elsey who renamed her J. F. DOUGLAS in 1929, again renamed her W. L. McKINNEY (which see).

T-801 TITAN Stw pb sh b. Jeffersonville, Ind. by Howard, 1930. 139.5 x 34 x 7.4. Engines 14's, 28's- 8 ft. stroke. Nellis steam generators. Owned by Jones & Laughlin Steel Corporation, Pittsburgh, in operation 1946. Note: the Jones & Laughlin Steel has had a boat named TITAN dating away back to the beginnings of its river operations. In 1877 there was built a pool-boat named JOE GOULD which they acquired and renamed TITAN. This firm ran river operations early as 1865; one of their first vessels was a twin-prop self-propelled steam barge called PARANA.

T-802 TOLLINGER Stw tb sh b. Jeffersonville, Ind. by Howard, 1913. 171 x 34 x 6. Originally named ISSAQUENA (which see). Owned by the U. S. Engineer Dept. Completely rebuilt 1939-40. In operation 1946.

T-803 TOLLINGER --Same as above as she appears in 1946, greatly altered from original appearance.

T-804 TOM DODSWORTH Stw tb wh b. Pittsburgh, Pa., 1871. 182 x 35 x 6. Engines 24's- 8 ft. stroke. Six wr. boilers. Built by Capt. James A. Blackmore and others, Capt. George McCallum was her first master. Capt. Bob Robison was on the DODSWORTH many years, a devout man who said grace before meals, required crew to wear coats at the dining table. His towboat career was eminently successful and caused a rivernews editor to remark, in 1886, "That Captain Robison doesn't know about boating hasn't yet been discovered." This boat one time took nine loads from Pittsburgh to Cincinnati and returned with two empties in an elapsed time of 4 days 20 hours 15 minutes. In 1892 she was owned by S. S. Crump & Co. along with the SLOKY CITY, J. C. RISHER, ACORN, and MONTERLY. She was taken in the Combine, 1900, and continued towing coal until laid up at Pittsburgh, November 26, 1917. Dismantled in 1925. Named for a Cincinnati coal merchant who operated a large yard there, and who sold out to W. H. Brown Sons, and died at Clifton (Cincinnati suburb) May 19, 1885, aged 65.

T-805 TOM REES NO. 2 Stw tb wh b. Pittsburgh, Pa., 1869. 160 x 29 x 5.5. Engines 21's- 8 ft. stroke. Four wr. boilers. Originally owned by Thomas Mulvihill and others, towed coal from Pittsburgh. One occasion she came up from Louisville to Pittsburgh with 13 empty barges, 1 fuel, 1 flat, in 3 days 15 hours, piloted by William Shroder and Andy Marsilloitt. A year later, in 1880, she came up in one hour less, piloted by John L. Reno and Billy Smith. Capt. Mulvihill was in command both occasions. After 1906 she had five boilers and was in the Combine. Commanded by Capt. Fred G. Dippold, she sank



at Yellow Creek, Ohio River, February 10, 1910. This was a peculiar accident in that she had hit no obstruction--simply buckled and went down.

T-806 TOM WILLIAMS Stw pb wh b. Evansville, Ind. circa 1930 from former packet HAZEL RICE. Owned by Capt. Jeff Williams and others. Burned at Spottsville, Ky., December 16, 1932.

T-807 TOMAHAWK Stw pb wh b. Paducah, Ky., 1923. 110.6 x 24 x 4. Owned by Arrow Transportation Co. and operated on Tennessee River. Engines 13's- 4 ft. stroke. This is the second vessel of the name: first was built at Rumsey, Ky., 1910, dismantled 1923.

T-808 TORNADO Stw pb wh b. Brownsville, Pa. at Axton yard, 1895. 150 x 28 x 4. Engines 17's- 6 ft. stroke. Three wr. boilers. Rees engines. This boat was built in 54 days from the time the contract was let. Capt. J. M. Hammitt drew the plans and Capt. M. J. Sebolt owned a large share in her. Capt. J. C. Kitchell was master many years. Her machinery had been on a towboat named J. S. MERCER b. 1871 which sank at Raccoon Island below Gallipolis. This boat did the work of a big steamboat. In May, 1898, she took 16 barges 6 coal-boats from Pittsburgh to Louisville, a record. Went in the Combine and towed for them. Grounded on Possum Bar, Clarrington, Ohio, August 1, 1908 at midnight on a stage of 4.5 foot falling. Capt. George Henning was master, John B. Henning, chief engineer, Rouben M. Brown, mate. The river fell away and left her high and dry, and she didn't get off until the day before Thanksgiving. In July, 1917 she was sold to Mexico but lingered at New Orleans several years before the voyage was attempted, and sank off the Mississippi jetties enroute to her new home in 1921.

T-809 TORNADO stranded. --Same boat as above high-and-dry at Possum Bar as described above.

T-810 TRANSIT Stw pb wh b. Brownsville, Pa., 1869. 122 x 24 x 3.9. Long operated as a harbor boat at Louisville, owned 1901 by Capt. John Hoffman. Later was in the Combine who operated her until 1918. John F. Klein got her in 1920, took her to Paducah. Ayer & Lord Tie Co. bought her, rebuilt her in 1925, renamed her A. W. ARMSTRONG (which see).

T-811 TRANSPORTER Stw tb wh b. Elizabeth, Pa., 1921. 163.5 x 33.5 x 5.5. More accurately this was a rebuilding job, inasmuch as the old Combine towboat VALIANT was hauled out and rebuilt, renamed. (see VALIANT). TRANSPORTER was owned by Water Transport Co., Pittsburgh, Pa., an organization which precluded Union Barge Line, also operating the CONVOY, OLD RELIABLE. After several years she was sold to Wheeling Steel Corporation who towed south with her. Got in a windstorm below Paducah, Ky., February, 1927, turned turtle. Was competely rebuilt at Paducah. About 1935 sold to Capt. Birch McBride and others and in December, 1938 was put up for U. S. Marshal sale at Louisville while lying above the city. Steam was raised to bring her to the wharf. She caught fire and burned at Six Mile Island enroute down, December 12, 1938.

T-812 TU-ENDI-WE Stw pb wh --Originally U. S. Engineer towboat MERRILL (which see). Renamed by Capt. Charles Stone of Pt. Pleasant, W. Va. who bought her at public sale. Dismantled 1943 at Pt. Pleasant.

T-813 TULAGI Steam prop tb, sh. b. Jeffersonville, Ind. by Jeff Boat & Machine, 1944. A D.P.C. towboat, operated during World War II by Union Barge Line Co.

T-814 TUSCUMBIA Stw tb sh --Originally first SLACK BARRETT (which see). Ran under this name while owned by U. S. Engineer Dept.

T-815 TWILIGHT Stw pb wh b. Pittsburgh, Pa., 1882. 113 x 23 x 3.9. Capt. Low Clark of Pittsburgh built this boat from the former TRAVELER b. 1862. He painted her red, towed around Monon River many years with her. Later owned by Jutte, and then in the Combine. Rodgers' Sand Co. bought her after the ALICE exploded in 1913, later renamed her J. H. McCRADY (which see).

T-816 TWO BROTHERS Stw pb wh b. Pittsburgh, Pa., 1884. Owned by the Hulings family (see H. B. HULINGS). Badly damaged when the towboat RETURN exploded her boilers in the Allegheny River, February, 1889. Burned at Pittsburgh, April 6, 1900. The hull, etc. was used as a workboat during the building of Brown's Island dam, Ohio River (behind the island) along with the hull of the FRANK GILMORE.

T-817 UNCLE SAM Stw pb wh b. Malden, W. Va., 1892. 109.4 x 20 x 3.2. Originally named ALEX MARTIN. Operated as the UNCLE SAM by the Barrett Line at Cincinnati, who sold her to Harth Bros., Caseyville, Ky., October, 1903. They renamed her HARTH.

T-818 UNCLE SAM Stw pb wh b. Pt. Pleasant, W. Va., 1914, using engines from packet BESSIE SMITH. Owned by Capt. H. B. Hulings. Worked at the construction of Ohio River dam No. 39. Burned at Carrollton, Ky., October 17, 1914.

T-819 VAL P. COLLINS Stw tb wh b. Charleston, W. Va., 1901. 132.6 x 24.6 x 4.8. This was a rebuilding program to the former towboat COAL BLUFF (which see). This boat was sunk in ice at Sekitan, below Cincinnati, winter of 1917-18, then owned by Island Creek Coal Co.

T-820 VALIANT Stw tb wh b. Pittsburgh, Pa., 1877. Originally named JOSEPH NIXON, which see. Was renamed VALLANT about 1895 in a rebuilding program. She had engines 20's- 7 ft. stroke. Went in the Combine and towed for them as long as the company lasted. Then was bought by Water Transport Co., Pittsburgh, renamed TRANSPORTER (which see).

T-821 VALLEY BELLE Stw tb wh --Originally a packet b. Wheeling, W. Va. and completed at Marietta, 1883. 127.4 x 22.9 x 3.4. When packet days played out she was sold to Ralph Emerson, towed showboats, etc., later was completely rebuilt into a poolboat by Capt. Raika of Kanauga, Ohio, getting engines from former packet LIBERTY. Her original engines went to a ferryboat named ROBERT E. LEE at Fullerton, Ky. Sank at Kanauga, Ohio, 1943, dismantled.

T-822 VAN Stw pb wh --Originally poolboat BERTHA (which see) and renamed by Great Southern Refining Co. who rebuilt her at Paducah, Ky., 1919. Sold several years later to Wilson Sand Co., Huntington, W. Va., renamed CHARLES R. WILSON (which see).

T-823 VEGA Steam prop single deck b. McConnellsville, Ohio, 1881-82. 75 x 12 x 3.6. Acquired by U. S. Engineers, 1887, and used on Muskingum River until the second VEGA was built in 1901.

T-824 VEGA Stw pb wh b. Jeffersonville, Ind., by Howard, 1901. 118.6 x 17.4 x 4. Owned by U. S. Engineers and operated on Muskingum River. Sold at

public sale to John F. Klein in March, 1913. Was out down poolboat style at Pittsburgh that summer, renamed ELISHA WOODS (which see).

T-825 VERNIE MAC Stw rafter wh b. Wabasha, Minn., 1892. 124.3 x 22 x 3.8. Originally a rafter, and later graduated to towing on the Ohio River owned by Walter Hall. In 1917 she was towing gasoline barges between Catlettsburg and Pittsburgh. Then she went to St. Louis, was renamed BESSIE KATZ and again renamed JEFFERSON (which see).

T-826 VERNIE MAC --Same as above, at her worst: we don't expect to sell many prints of this picture but it illustrates what slovenly shape a steamboat can get into and still operate.

T-827 VESTA Stw pb wh b. Pittsburgh, Pa., 1902. 135 x 23.4 x 4.1. Owned by Jones & Laughlin Steel Co. Overturned in a windstorm at Fayette City, June 13, 1920, drowning Capt. Lincoln Hodgson and his son Alfred. Was raised, rebuilt. Operated until about 1933, and in her last days was renamed HERCULES. Dismantled.

T-828 VESTA Prepp'd sh b. Charleston, W. Va. by Ward, 1931. 155.3 x 29.5 x 9. Triple expansion condensing engines. Duplicate of the second HENRY A. LAUGHLIN, see. Owned by Jones & Laughlin Steel Co. and in operation 1946.

T-829 VICTOR Stw tb wh b. Montoith's Landing, W. Va., 1894. 138.5 x 26. Owned by A. J. and G. D. Montoith. Later was sold to Paducah.

T-830 VICTORY Stw pb sh b. Noville Island, Pa. by Dravo, 1919. 163 x 27 x 4.6. Christened by Miss Betty Dravo with real champagne. Maiden trip run on September 3, 1919 for the Keystone Sand & Supply Co. division of Dravo. Capt. Brady Berry was on her near as long as she ran. Sold to O. F. Shearer & Son in summer of 1939 and renamed O. F. SHEARER, which see.

T-831 VINCENNES Stw single dock wh b. Higgonsport, Ohio, 1899. 98.5 x 20 x 3.3. Originally named WHITE OAK. As VINCENNES ran on Wabash River and later on Big Sandy.

T-832 VIVIAN Stw rafter wh b. Lyons, Iowa, 1896. 90 x 21 x 3.5. Owned by C. Lamb & Son. Sold to the Marmot Coal Co. and operated on the Kanawha River. Was renamed SALLIE MARMOT (first of that name) and when the Marmot's decided to build a new SALLIE MARMOT (which see) they gave the VIVIAN back her original name. Eventually dismantled and her hull used as a freight barge by Turner & Mason out of Madison, Ind. shoved by towboat HELEN M.

T-833 VOLCANO Stw pb wh b. Parkersburg, W. Va., 1906. 122 x 22 x 4.8. Much equipment used from the towboat ANDREW AXTON which was new in 1903 and had burned near Duquesne, Pa., January, 1906. Hull was new, and cabin came from the LOOKOUT (see). John F. Klein built her, shortly sold her to Marine Coal Co. who renamed the boat VOLCANO. Went in the Diamond Coal & Coke Co. and they sold her to Warrior River in spring of 1916. She was the first boat to handle a U. S. Barge Line tow on the Warrior, this in January, 1919. The CLIO (which see) was second.

T-834 VOLCANO Stw pb wh b. Pittsburgh, Pa., 1917. 126.5 x 25.8 x 4. Owned by Diamond Coal & Coke Co. She took last tow of coal out of Pittsburgh in wooden barges for southern delivery in May, 1919, assisted by the SAM BARNUM, which see. She then ran for Hillman Coal & Coke Co. who sold her to Mongol

Box Co. in 1930. Was rebuilt at Madison, Ind. and renamed BOB TRESLER, which see for other details.

T-835 VOLUNTEER Stw pb wh b. Pittsburgh, Pa., 1891. 149 x 25 x 4.2. Brown Line ran her and she originally had machinery from the JAMES GILMORE, b. 1867, 17's- 6 ft. stroke. Later got engines from the PERCY KELSEY (which see). Owned by the Combine after 1900, and was sold to Mexico, leaving Cincinnati on February 24, 1914 with the LENA MARINET in tow for the same destination. Sank in 1918 on the Panuco River, Mexico, and was dismantled.

T-836 VOYAGER Stw pb wh b. Brownsville, Pa., 1885. 134.4 x 23.8 x 4.1. Original machinery from towboat DEXTER which had sunk on an abutment at Coal Valley, Pa. just prior. Owned by W. H. Brown & Sons, and Capt. A. O. Ackard was her first master. Later had 12's, 38's- 5 ft. stroke condensing engines. Went in the Combine, 1900, then Pittsburgh Coal Co. Dismantled in 1937 and the hull, cabin, etc. sold to Costanzo Coal Co., Wheeling, W. Va. They let it sink at their tipple below Lock 12, Ohio River, and soon the INLAND (which see) came along and stabbed herself mortally on it.

T-837 VOYAGER wreck. --Same boat described above after sinking at Warwood.

T-838 VULCAN Stw pb wh b. Brownsville, Pa., 1899. 135 x 24 x 4. Owned by Jones & Laughlin Steel Co. and operated by that firm until worn out and dismantled about 1909.

T-839 VULCAN Stw pb wh b. Marietta, Ohio, 1910. 133.4 x 27 x 5. Engines 12's, 24's- 7 ft. stroke by Marietta Mfg. Co. Owned by Jones & Laughlin Steel Co. and in active operation 1946.

T-840 W. B. CALDERWOOD Stw pb wh b. Cincinnati, Ohio, 1893. 112 x 24.5 x 4.8. Originally named ALEX MONTGOMERY NO. 2. Operated by Campbell's Creek Coal Co. and named for their superintendent of mines. In 1912 was dismantled and much of the equipment went to building the towboat EUGENE DANA SMITH (see).

T-841 W. C. MITCHELL Stw pb wh --Originally GEORGE MATHESON NO. 2, which see for building details. Renamed during a rebuilding program in the fall of 1920. Owned by Hatfield Coal Co. and burned below Concord, Ky., night of February 18, 1945.

T-842 W. C. JUTTE Stw pb wh b. Brownsville, Pa., 1901. 121 x 24 x 4. Owned by the Jutte Coal Co., Pittsburgh, later by Peoples Coal, who sold her to Enos Taylor Boat & Barge Co., May, 1912. Thence she went to Shawneetown Sand & Gravel Co. and in April, 1917, the Keystone Sand & Supply Co., Pittsburgh, bought her, renamed her KEYSTONE (see).

T-843 W. H. BROWN Stw tb wh b. Pittsburgh, Pa., 1857. Owned by the Pittsburgh coal operator, William H. Brown, and was used during the Civil War for towing purposes, and this photograph was taken at that time--the oldest actual towboat picture to date in this collection.

T-844 W. H. CLINGERMAN Stw pb sh b. Pittsburgh, Pa., by Rees, 1918. 151.7 x 32.2 x 5.7. Condensing engines 14's, 28's- 7 ft. stroke. Four wr. boilers. Owned by Carnegie Steel Co. and a duplicate of the HOMESTEAD, see. Renamed J. L. PERRY in May, 1938 (which see for further details).

T-845 W. H. CLINGERMAN building --Same as last listing, photo taken while boat was under construction at James Rees & Sons shop, Allegheny River, Pittsburgh.

T-846 W. H. COLVIN, JR. Stw pb sh --Originally towboat HOMESTEAD which see for building details. Renamed in 1945 when bought by Crucible Steel Co., Pittsburgh. In operation 1946.

T-847 W. H. FLINT Stw pb wh b. Brownsville, Pa., 1901. 150 x 28 x 4.4. Engines 16's- 7 ft. stroke from towboat LUD KEEFER. Built for Capt. W. H. Flint under supervision of C. W. Posey, a colored boatbuilder who was quite a figure around Pittsburgh, and who designed the CYCLONE, TORNADO, CINDER, ANTY AXTON, P. M. PEARL, IRON CITY, SAM BARNUM and others. He was connected with the Diamond Coal & Coke Co. and was moderately wealthy. The W. H. FLINT struck a buoy, ripped a hole in the hull, and sank below the falls at Louisville on one occasion. Bought by Diamond Coal & Coke Co., and renamed MONITOR, see.

T-848 W. H. KLEIN Stw pb sh b. Jeffersonville, Ind. by Howard, 1930. 121 x 28.5 x 4.7. Owned by Dixie Sand & Gravel Corp., Richard City, Tenn. In operation 1946.

T-849 W. H. MULLER Stw single deck wh b. Cincinnati, Ohio, 1899. 83 x 15.6 x 4.6. Originally U. S. Engineer towboat OHIO, operated on upper Ohio River. Later was renamed IOMA, still owned by Engineer Dept. Sold at public sale and bought by Capt. Buck Muller of Shousetown, Pa. and renamed W. H. MULLER this about 1915. He sold her to John F. Klein in March, 1917 and then she was bought by Campbell's Creek Coal Co. who dismantled her and used some of the equipment building the HELPER, see.

T-850 W. H. WARWICK Stw pb wh b. Jeffersonville, Ind., 1900. 110 x 24 x 3.5. Originally named E. T. SLIDER, owned in Louisville. Slider's sold her to Gillespie Contracting Co. and she was used around dams under construction. Gillespie renamed her. Struck a coffer at Dam 46 and sank in November, 1916, raised. On May 8, 1919 she was downbound at Dam No. 12, Ohio River, and the pilot on watch assumed the wickets were down (they were very much up) and he ran the W. H. WARWICK and her tow over the pass, knocked wickets down, with no injury to boat or tow, proceeded on his course. The Gillespie Company sold out to Misch & Netherland, contractors, September, 1919, and the WARWICK was entered in the Water Transport Co., 1921, of which Capt. Charles T. Campbell was president, R. M. Netherland, vice president, J. H. Gilmore, treasurer, and H. S. Stuckoman, ass't. treasurer. Several years later she was bought by Capt. Lewis Tanner, and sank above Dam No. 36, Ohio River, November, 1923--while sunk she burned on Nov. 27. Pete Holloway was pilot on watch when she sank.

T-851 W. J. JACKSON Stw tb wh b. Paducah, Ky., 1918. 126.5 x 27.5 x 4. Machinery from the towboat CONDOR, see. Owned by the C. & E. I. Railroad. Was bought by Hardy J. Roberts in 1936, rebuilt, renamed J. J. McVICCAR, see.

T-852 W. J. YOUNG, JR. Stw rafter b. Dubuque, Iowa, 1883. 130 x 30 x 4. Engines 14's- 6 ft. stroke. W. J. Young & Co. of Clinton, Iowa, owned her. The Carnival City Packet Co. bought her in 1895 and rebuilt her into a short trade packet. Eventually became excursion steamer HIAWATHA and burned at the foot of Broadway, Louisville, Ky., November 30, 1911.

T-853 W. K. FIELD Stw tb wh --Originally towboat IRONSIDES which see for

details of construction. Was renamed by the Combine in 1913 to honor the president of the firm. In the fall of 1918 she was rebuilt at Elizabeth, Pa. and pilothouse was cut down and placed on forward end of cabin, making her poolboat style, and she was taken to Kanawha River and towed coal from there to Cincinnati. In latter July, 1919 she was sold to the Island Creek Coal Co. and operated for them until the SAM P. SUIT was built in 1925. She was in retirement at the Marietta Mfg. Co. plant, Pt. Pleasant, W. Va. when she sank. This was the oldest wooden hull towboat in operation when she was in her latter days, originally built 1869.

T-354 W. K. FIELD wreck --Same boat described above after sinking at Pt. Pleasant, W. Va.

T-355 W. L. BERRY Stw pb wh --Originally towboat J. O. COLE which see for building details. Renamed in February, 1923. Named for the marine manager of the Ayer & Lord Tie Co., Capt. W. L. Berry, who died November, 1938. The boat burned in an oil fire at Louisville, Ky., June 8, 1934.

T-356 W. L. DUGGER Stw tb wh b. Chattanooga, Tenn., 1881. 130 x 27 x 3. Machinery, etc. from former packet R. M. BISHOP. Owned by Capt. J. P. Kindrick and towed iron ore on Tennessee River. Circa 1886 caught fire at the Chattanooga wharf and two rival fire companies came to the scene: neither had hose long enough to reach and refused to join what they had, so the boat burned.

T-357 W. L. MCKINNEY Stw pb wh --Originally towboat TITAN which see for building details. As the MCKINNEY, owned by Elsey River Transportation Co., Pittsburgh, honoring a partner in the firm formerly secretary of the Pittsburgh Chamber of Commerce. Sold to MacQuown River Transportation Co. along with the DONALD BIRMINGHAM (see), and again sold to Capt. A. C. Lyons who renamed her CHICKIE in 1929 (see).

T-358 W. P. BISHOP Stw pb wh b. Pittsburgh, Pa., 1884. 93.9 x 16.5 x 2.5. Built out of a little towboat called MONITOR which was a one-stack boat on a canalboat hull owned by Capt. Roadthouph. Built at the Rees shop, Allegheny River. Named for Mr. Bishop of Patterson & Bishop who ran a blacksmith shop where Hoyl & Patterson are located 1946.

T-359 W. P. SNYDER, JR. Stw pb sh --Originally (a) W. H. CLINGERMAN which see, then (b) J. L. PERRY, also see, then (c) A-1. Renamed W. P. SNYDER, JR. in September, 1945 when bought by Crucible Steel Co. In operation, 1946 and carries whistle formerly on CRUCIBLE (see) and CHARLIE JUTTE (also see),

T-360 W. R. MARKLE Stw tb wh b. Parkersburg, W. Va., 1910. 138 x 28 x 4.7. Engines 12's, 20's- 6 ft. stroke, non condensing. Built for Capt. Markle of showboat fame, later owned by Lewis Pope & Sons, Parkersburg, W. Va. and towed cross ties to Pittsburgh. Was renamed C. S. PEARCY, which see.

T-361 W. T. SMOOT Stw pb wh b. Higgensport, Ohio, 1901. 119 x 27.1 x 5.6. Originally named ROBERT TAYLOR. See A. C. INGERSOLL, JR. for a description of this boat's career. In 1909 she was engaged for six weeks on a contract job at Emmenton, Pa. up Allegheny River.

T-362 W. W. O'NEIL Stw tb wh b. Sewickley, Pa. and completed at Pittsburgh, 1881. 201 x 46 x 8. Engines 26's- 12 ft. stroke, Seven wr. boilers. Only river towboat to have a 12-foot stroke besides the SPRAGUE. Capt. W. W. O'Neil was a Pittsburgh coal operator, lived at Elizabeth, Pa.

The **W. W. O'NEIL** was one of the "great" in the coal towing business. Set an all-time pace in March, 1907, taking 28 coalboats and 2 loads of steel to New Orleans from Louisville in 9 days 14 hours. She landed but once, below Arkansas City, to clean boilers. On this occasion she ran the Ca're and Memphis bridges at night without help from tugs. Pilots were T. R. Haptonstall and Robert Holden. This boat was a coal hog of the first water, and various experiments were tried to reduce her enormous fuel bills. Capt. George Clark put smaller stacks inside the old ones in September, 1901, thinking this would be some benefit. Only other boat to this scribe's knowledge where this same experiment was repeated was on the packet **JOE FOWLER**. The **O'NEIL** went in the Combine and towed for them until retired to the boneyard, Elizabeth, Pa., about 1913. She broke her moorings there in a flood, beached at Clairton, Pa. and was burned for scrap, November 25, 1913.

**T-863 W. W. FISCHER** Stw tb sh b. Jeffersonville, Ind. by Howard, 1905. 125 x 27 x 4.5. Originally named **ELINOR** owned by U. S. Engineer Dept., Rock Island, Ill. Completely rebuilt 1930. Now owned by Greenville Sand & Gravel Co., Greenville, Miss. who renamed her. The first **W. W. FISCHER** was a twin prop diesel b. 1929, now the **MORADRANT**.

**T-864 WACO** Stw snagboat wh b. Jeffersonville, Ind. by Howard, 1910. 118 x 30 x 5. Operated by U. S. Engineer Dept., Galveston, Texas, used on Brazos River. Was dismantled about 1921 and used as a quarterboat.

**T-865 WACOUTA** Stw pb sh b. Neville Island, Pa. by Dravo, 1922. 132 x 28 x 5.2. Engines 12's, 26's- 6 ft. stroke. Originally owned by Arrow Transportation Co., Sheffield, Ala. then by Joyce-Watkins Tie Co., Paducah. This firm swapped her to the Pittsburgh Plate Glass Co. for the **CREIGHTON**, see. In spring of 1943 she was sold to George N. Childs of St. Louis, and a year later became property of Capt. R. C. Lucas, Cincinnati, who later returned her to Mr. Childs.

**T-866 WALTER A. WINDSOR** Stw tb sh b. Pt. Pleasant, W. Va. by Marietta Mfg. Co., 1929. 165 x 36.1 x 6.4. Engines 16's, 32's- 8 ft. stroke originally on packet **S. S. BROWN** (which was renamed **REES LEE**, **MAJESTIC**). Marietta Mfg built her as a stock towboat, sold her to American Barge Line Co. in late 1935, and she then was renamed **ROBERT F. BRANDT** (which see).

**T-867 WARREN ELSLEY** Stw pb sh b. Neville Island, Pa. by Dravo, 1919. 154.2 x 27 x 5.6. Condensing engines, 14's, 30's- 6 ft. stroke. Four wr. boilers. This boat and the **VICTORY** (now **O. F. SHEARER**) were built in the back channel yard of Dravo. Originally considerably shorter than the dimensions above, was lengthened by her owners in early 1920's. Owned by Jones & Laughlin Steel Co. --In ordering this listing we will send picture taken when the boat was short, now.

**T-868 WARREN ELSLEY** --Same as above, after lengthening, and as she appears in 1946.

**T-869 WABASH** Stw tb wh --Originally rafter **F. C. A. DENKMANN** which see for building details. Renamed **WABASH** about 1900 when owned by Mrs. Mary Shelby and towing on Wabash River. Later towed showboats on the Ohio River and elsewhere, then bought by Chicago Mill & Lumber Co. and towed around Helena, Ark. (1918-1929) and then was resold and became the **HALLIE** (which see).

T-370 WASH GRAY Prop tug wh b. Jeffersonville, Ind., 1896. 87.5 x 19 x 9. Second tug of the name (original b. 1880). Named for Capt. G. Wash Gray born Armstrong County, Pa., died about 1880 aged 51. He was a lieutenant in the Pennsylvania Regiment commanded by Col. Alex Hays. Was captured and imprisoned at Richmond. Then became a pilot and captain for O'Neil & Co. and long was on the FRED WILSON (which see) as master. Tug was owned by John Huffman and operated at Louisville, sold to Combino, 1900, continued at Louisville as harbor tug until sold to Panuco River, Mexico, 1919. In Panuco River she was reboilered and started back to the States in 1922 and was lost in the Gulf enroute.

T-371 WASH HONSEHLL Stw tb wh b. Cincinnati, Ohio, 1892. 157 x 28.6 x 4. Built for the Hartweg brothers, Cincinnati, and the U. S. had her under lease for a long time on the lower Mississippi. Later was taken in the Combine and towed for them until dismantled near Elizabeth, Pa. about 1913. Scrapped at Falling Timber Run, December 19, 1915.

T-372 WENONAH Ste pb wh b. Rumsey, Ky., 1907 originally named LITTLE CLYDE (which see). As WENONAH operated on Tennessee River and Green River and then sold to J. W. Monke of showboat fame. For several years has been furnishing steam to the Monke showboat at St. Louis.

T-373 WILL H. ISOM Stw tb wh b. Ballard, Wash., 1901. 183.8 x 36.5 x 5.6. Constructed for the North American Transportation and Trading Co. of Chicago, Ill. for service on Yukon River, Alaska. This fine, large sternwheeler was built under direct supervision of James Rees & Sons Co., Pittsburgh. She had 24's- 8'8" stroke engines with surface condenser. Six wr. boilers. She was put together at Seattle, Wash. and made the voyage successfully to St. Michaels, a distance of 5,000 miles. She was still in existence, 1945.

T-374 WM. B. RODGERS Stw pb wh b. Marietta, Ohio, 1903. Originally named RIVAL which see for details of build, etc. Renamed 1931 by McCrady-Rodgers Co., Pittsburgh and in operation 1946.

T-375 WM. BONNER Stw pb wh b. Pittsburgh, Pa., 1870. 132 x 24 x 4.5. Originally named N. J. BIGLEY NO. 2. Burned on August 16, 1889 on the Ohio River. One report has it she was at Rush Run, another she was at Portland, O.

T-376 WM. C. SUTHERLAND Stw pb wh --Originally COLLIER (which see) and later JOE CARTER (also see).

T-377 WM. EDENBORN Stw tb sh b. Ambridge, Pa., 1913. 143 x 33.1 x 6.5. Owned by Louisiana Railroad & Navigation Co. and towed transfer barges at Angola, La. along with the SARAH EDENBORN (see). Later was sold and renamed ATLAS (also see). Note: there was a prior WM. EDENBORN b. Jeffersonville, Ind., 1906 which hit a pier of the Texas & Pacific RR. bridge at Angola and capsized, May 5, 1912.

T-378 WM. ERNST Stw tb wh b. Covington, Ky., 1878. 140 x 25.2. Owned by Capt. William Martin, a noted master-pilot of dug-chute days on the Kanawha River. Later owned by Alex Montgomery & Co., Covington, Ky. Had engines from towboat HAWKEYE NO. 2, 16's- 6 ft. stroke, and they later went to towboat J. B. LEWIS (which see). The WM. ERNST struck a rock and sank to her roof in Kanawha River at Brownston, March, 1898.



T-879 WILLIAM G. CLYDE Stw pb sh b. Ambridge, Pa. by American Bridge Co. and completed at Coal Valley, Pa., 1922. 147.5 x 33.4 x 5.2. Condensing engines, 15's, 30's- 7 ft. stroke. Four wr. boilers. Owned by the Carnegie Steel Co., Pittsburgh. Exploded a boiler at Grand Tower, Ill. -- rather at a point between Grand Tower and Wittenburg, Mo., on March 4, 1936 with several deaths resulting. She was towed back to Coal Valley, Pa. and rebuilt, renamed JAMES E. LOSE (which see).

T-880 WILLIAM G. CLYDE explosion --Same boat as above photographed immediately after the explosion described.

T-881 WILLIAM H. HARRISON Stw pb wh b. Wheeling, W. Va., 1862. 111 x 24 x 4. Originally owned by John W. Garrett, president of the E. & O. Railroad, later operated by the Armstrong's of Wheeling and was still running in 1884 although removed from the lists by 1886.

T-882 WM. HYDE CLARK --An old-time raftboat on the upper Mississippi, details of which have not come to hand.

T-883 WM. LARIMER JONES Stw pb sh b. Jeffersonville, Ind. by Howard, 1930. 136 x 34 x 7.3. Condensing engines 14's, 28's- 8 ft. stroke. Nellis steam generator. Duplicate of the TITAN (see). Owned by Jones & Laughlin Steel Corporation, Pittsburgh. In operation 1946.

T-884 WILLIAM MULLER Stw tb sh --Originally a snagboat of the U. S. Engineer Dept. and see SWAN for details. Under above name was owned by Capt. "Buck" Muller of Glenwillard, Pa. and did job towing, picture we have was made on Muskingum River. Later was sold, renamed RICHLAND (see).

T-885 WM. McCLELLAN Stw tb wh b. Jeffersonville, Ind. by Howard, 1901. 150 x 28 x 4.5. Owned by Wiggins Ferry Co., St. Louis for many years, although when new her pilothouse carried the designation "I. C. T. Co." In 1915 was sold to Baton Rouge, La.

T-886 WM. P. FIEGER Stw pb wh b. Jeffersonville, Ind., 1903 and was originally named LYDA (which see). Renamed in August, 1918 by the Fieger Dredging Co., Pittsburgh, Pa. Boat was sold to the U. S. Engineer Dept., Pittsburgh, April, 1920, renamed MATRONA. Eventually dismantled in their service.

T-887 WM. P. HALL Stw pb sh b. Evansville, Ind., 1912. 160 x 31 x 5. Originally packet JOHN L. LOWRY which burned at Saline mines near Shawneetown, Ill., October 4, 1920. A towboat was built on the salvaged hull by Patton-Tully of Memphis, named WM. P. HALL, which was sold to Bisco Ferry Co. of New Orleans. After 1926, Bisco renamed her GEO. N. ROBERTS. Seems that the Chotins had her for a while circa 1923, towing sugar. Note: Further delving indicates she was renamed GEO. N. ROBERTS by Luling and Destrehan Ferry Co., New Orleans. Eventually dismantled.

T-888 WM. PRESTON DIXON Stw snagboat. b. 1889-90 at Jeffersonville, Ind. 123.5 x 32 x 5. Owned by U. S. Engineer Dept. and operated on Green River and Barren River.

T-889 WM. R. KING Stw tb sh b. Jeffersonville, Ind. by Howard, 1899. 190 x 41 x 5.6. Owned by U. S. Engineer Dept., St. Louis. Circa 1930 she was sold to Patton-Tully Transportation Co., renamed CHARLES NORVELL, then operated from Memphis. Dismantled in October, 1936.

T-890 WILLIAM STONE Stw pb wh b. Pittsburgh, Pa., 1865. 136.1 x 26 x 4.6. Engines 16's- 6 ft. stroke, from former towboat ARAB. The ARAB was built 1860, struck ice at mouth of Youghiogheny River and sank in 1865. The wreck was raised and from it the WILLIAM STONE emerged. Both owned by the Coal Valley Coal Co. of which Wm. Stone was a leading light. This company ran the COAL VALLEY, JOSEPH A. STONE, GEORGE W. STONE, all see. The Stone family lived at McKeesport, Pa. In 1874 a ruling was made that coal would not be locked through Monongahola River locks on Sunday and Capt. Dan McIntyre came to Lock No. 4 and blocked the entrance with a coal tow. The packet CHIEFTAIN came down and the ELISHA BENNETT came up but McIntyre wouldn't give way until permission to lock was granted after the packets had passed through. In 1883 the WILLIAM STONE was sold to the Missouri River Commission and ran there many years--still going in 1892.

T-891 WILLIAM WHIGHAM Stw pb sh b. Ambridge, Pa. by American Bridge Co. and finished at Coal Valley, Pa., 1919. 147.5 x 33.4 x 5.2. Condensing engines 15's, 30's- 7 ft. stroke. Four wr. boilers. Owned by Carnegie-Illinois Steel Corp. and in operation 1916.

T-892 WILMOT Stw pb wh b. Pittsburgh, Pa., 1889. 119 x 23.7 x 4.1. Originally named JOHN O. PHILLIPS. Machinery said to have come from the towboat VENTURE b. Pittsburgh 1864, 14's- 5 ft. stroke. In 1907 the WILMOT was taken to Pt. Pleasant and dismantled, her engines, etc. going into the towboat BLUE SPOT which ran on Tennessee River.

T-893 WINIFREDE Stw tb wh b. Marietta, Ohio by Knox, 1903. 119.4 x 24.9 x 4.6. Engines 15's- 5 ft. stroke. Operated towing coal out of Kanawha River principally, owned by Winifredo Coal Co. In 1914 was bought by Capt. John Lyons of Middleport, Ohio, and laid at the Middleport wharf a good while. In March, 1920, was sold to National Transportation Co., Pittsburgh who cut her down poolboat style. She sank at the tin mill up Youghiogheny River, McKeesport, Pa., Oct. 13, 1920, raised. Later sold south, renamed C. F. COLBERT, then GENERAL HARDING, then became F. M. STAMTON (which see).

T-894 WINIFREDE --Same as above, while owned by National Transportation Co.

T-895 WINIFREDE Stw tb wh b. Charleston, W. Va., 1890. 120 x 20 x 3.1. Operated on Kanawha and upper Ohio River by Winifredo Coal Co. until she burned at Lock 8, Kanawha River, April, 1898.

T-896 WOOD RIVER Stw tb sh b. Slidell, La., 1942-43. Hull from former U. S. snagboat C. B. REESE b. 1879 used in construction, now measures 140 x 36 x 5.4. Condensing engines 15's, 28's- 7 ft. stroke from former towboat STEEL CITY (which see). Originally named I. A. O'SHAUGHNESSY owned by Globe Oil & Refining Co., renamed spring of 1945, now owned by Wood River Oil Barge Co. In operation 1946.

T-897 WYNOKA Stw tb sh b. Dubuque, Iowa, 1899. 171.6 x 36 x 5.6. Owned by U. S. Engineer Dept. and operated on Mississippi River. Sold to New Orleans and renamed BISSO, later GOLD SHIELD (which see).

T-898 YELLOW POPLAR Stw pb wh b. Ashland, Ky., 1900. 128.5 x 26 x 4. Engines 15½'s- 5 ft. stroke. Bought by John F. Klein and he sold her to Dilworth Coal Co., Pittsburgh, in late 1901. Was renamed H. P. DILWORTH, and finally sank below present Lock No. 6, Monon River, at Dilworth mine. Her hull was there many years.

T-899 YOCONA Stw tb sh b. Dubuque, Iowa, 1919. 153.5 x 34 x 5.8. Engines 15's, 30's- 7 ft. stroke. Three boilers, oil burners. Originally built for the U. S. Coast Guard, converted to a towboat by present owners, Patton-Tully Transportation Co., Memphis, Tenn. Sank near Lock C, Cumberland River, Eddyville, Ky. in April, 1938; and again sank near there in July, 1939. In operation until lately.

T-900 YOUGHIOGHENY Stw pb sh b. Ambridge, Pa. by American Bridge Co., completed at Coal Valley, Pa., 1927. 147.7 x 33.4 x 5.1. Condensing engines 15's, 30's- 7 ft. stroke. Four wr. boilers. Renamed B. F. FAIRLESS in October, 1935. Owned by Carnegie-Illinois Steel Corp. and in operation 1946.

### ENLARGEMENTS

Larger pictures of the listings in this book are available for framing, or for exhibition purposes. Current prices are:

8" x 10" size	\$ 1.00 each
11" x 14" size	2.00 each
16" x 22" size	3.00 each

### MODERN DIESELS

From time to time we have added negatives of some of the new boats on the river. The list is representative but nowhere near complete. We have access to many vessels not listed herein, and if you are interested in a fine picture of some modern diesel boat not appearing in the following section, write us. The chances are we can arrange to supply it.

### PLEASE ORDER BY NAME

ALBERT E. HECKIN  
ASHLAND  
BETTY  
BOB GRESHAM  
BUD  
DEL COMMUNE  
DRAVO 41  
DRAVO 42  
DUNCAN BRUCE  
FLAVIA  
GEO. T. PRICE  
HERBERT HOOVER  
HUGH C. BLASKE

JIM MARTIN  
KAY D.  
KOSMORANT  
MARY ALICE  
MARY ELIZABETH  
PAUL BLAZER  
PEACE  
ST. PAUL SOCONY  
TRI-STATE  
TROCEN  
UNA  
VICTORY  
VIRGINIA

WILD GOOSE  
WINNIE MAE  
WM. PENN

STEAM SAND DREDGES

Photographs are available of the following: AMBRIDGE, HARRIET, PROGRESS, REBECCA, SNIPE, SPAR, all of which operated in Pittsburgh area.

WANTED

Steamboat Photo will pay up to \$5.00 each to the first persons sending in old pictures of the towboats listed below. Any size is acceptable and only requirement is that the name on the vessel should be legible. Your original picture will be returned to you. This offer stands good through the year 1947.

A. C. BIRD      Ran in connection with the Wabash Railway at DeWitt, Mo., 1867 and sank in 1880 at Wayne City, 13 miles below Kansas City.

A. J. BAKER      b. Pittsburgh, Pa., 1864.    140 x 24.6 x 5. Engines 17's- 6½ ft. stroke. Owned by J. Sharp McDonald and John H. Douds.

ABE HAYS      b. Pittsburgh, 1867.    Engines 12's- 4½ ft. stroke. Later named GLENWOOD. 112 x 19 x 3 9.

ABE McDONALD      b. Pittsburgh, 1871. 136 x 20 x 4.4. Owned by Marsh McDonald and others. Later operated on Kanawha River.

AJAX      b. Shousetown, Pa., 1865.    230 x 36 x 10. Engines 28's- 9 ft. stroke. We will gladly pay \$20 for the loan of a photograph of this one.

AL MARTIN      b. Covington, Ky., 1886. 112 x 23.6 x 4.

ALEX CHAMBERS      b. Brownsville, Pa., 1864. 112 x 19 x 3½. Engines 13's- 4 ft. stroke. Owned by George Estep and others.

ALEX FOSTER      b. Pittsburgh, 1864. Later named JOHN T. CASE, then D. T. WATSON. Will be glad to have this one under any of these names.

ALEX MONTGOMERY      b. Covington, Ky., 1882. 96 x 23 x 4.

ALEX MONTGOMERY NO. 2      --later the W. B. CALDERWOOD.

ALEX SWIFT      b. Covington, Ky., 1873. Later the MARINER. This one, in a good likeness, is worth \$20 to us.

ALICE      --Originally CHARLIE HOCK, b. Marietta, O., 1892. Blew up at Glenfield, Pa., 1913.

AJPS      b. Pittsburgh, 1857. Engines 24's- 7 ft. stroke. Owned by N. J. Bigley and others. Later towed ice on the Illinois River.

ANDREW AXTON      (first of the name) b. Brownsville, Pa., 1903.

ANNIE LAVELLE      b. Pittsburgh, 1865, owned by Swaney brothers, and ran on Allegheny River.

WANTED LIST--continued

ANNIE ROBERTS b. Pittsburgh, Pa., 1877. 168 x 30 x 5.2. Originally named W. C. GUFFEY, renamed by Horner & Roberts, Pittsburgh.

ANTELOPE b. Brownsville, Pa., 1865. 130.5 x 22 x 5. Engines 17's- 6½ ft. stroke. Capt. James Y. Simpson, master. Owned by R. G. McKibben and others.

ARAB b. Brownsville, Pa., 1860. 120 x 19.5 x 4. Engines 18's- 4½ ft. stroke. Owned by William Stone and others. Rebuilt as WILLIAM STONE.

ARCHON b. Evansville, Ind., 1903. 102.2 x 20.2 x 4.2. Owned by Inland Transportation Co., Evansville, Ind. Taken south in 1905.

ARROW b. Pittsburgh, Pa., 1864. Engines 15's- 5 ft. stroke. Owned by Capt. J. D. Johnston.

ATHLETIC b. McKeesport, Pa., 1871. 103 x 19 x 3.9. Later sold south.

ATLANTIC b. Louisville, Ky., 1867. Sank at Calico Island, Oct. 16, 1877 with two barges of grain in tow southbound.

BALTIMORE b. Pomeroy, Ohio, 1856. 142.6 x 27.7 x 4.6. Towed coal to Louisville until 1866.

BARNHILL b. Pittsburgh, 1863. Engines 13's- 4½ ft. stroke. Owned by Nelson Jones. Upset below Lock One, Monon River.

BEE b. Pittsburgh, Pa., 1864. 165 x 28 x 5. Bought by Mississippi Valley Transportation Co. Sank 15 miles above Cape Girardeau Dec. 10, 1877.

BEE b. Charleston, W. Va., 1881. 120 x 22 x 3.5. U. S. Engineer boat on Kenawha River, there in 1892.

BEE b. Pt. Pleasant, W. Va., 1903. 120.4 x 22 x 3.9. Name changed to GEO. GARDNER later.

BELLWOOD Side-wheel towboat built McKeesport, Pa., 1859. 180 x 32 x 7. Owned by Bagaley, Cosgrave & Co., Pittsburgh. Seized by Confeds at New Orleans at commencement of Civil War.

BELMONT b. Harmar, Ohio, 1881. 153.1 x 26.5 x 3.6. Later renamed ALBERT S. WILLIS. Owned originally by Belmont Coal Co.

BEN WOOD b. Pittsburgh, Pa., 1871. Engines 16's- 5½ ft. stroke. Owned by Capt. Ben Wood. Machinery went to the OTTO MARRET.

BENGAL TIGER b. Pittsburgh, Pa., 1863. Engines 18's- 7 ft. Stroke. Built by James McGraw, sold a year later to Fawcett & Smith, towed ice on the upper Mississippi. Owned later by Hartweg brothers, Cincinnati, and was the first of their fleet. When dismantled the hull served as a whariboat at New Richmond, Ohio, until 1905. The machinery went to St. Johns River, Florida on packet QUEEN OF ST. JOHNS.

BILLY HODGSON b. Pittsburgh, Pa., 1861. Engines 14's 5 ft. stroke. Owned by J. C. Risher and James H. Gamble.

BILLY LEPPER b. Mound City, Ill., 1923. 56 x 12.5 x 3. Said to have been built from the WAVE ROCK. Owned 1925 by Standard Lumber Co., Pine Bluff, Ark.

BLACK DIAMOND b. New Albany, Ind., 1851. 159.5 x 23.5 x 4.7. Owned by Daniel Bushnell, James G. Gray and N. J. Bigley. A side-wheeler. A good picture of this one is worth about \$35.

BLACK PRINCE b. Patterson, La., 1889. 116 x 35.5 x 4. Capt. Pete Roberts.

BLUE LODGE b. Pittsburgh, 1866. Engines 17's- 5 ft. stroke. Owned by James Matthews, then by Grand Lake Coal Co.

BLUE SPOT Towed ties on Tennessee River, originally Pittsburgh towboat WILMOT built as the JOHN O. PHILLIPS.

BOAZ b. Pittsburgh 1867. Engines 24's- 8 ft. stroke--first of the name. Towed coal from Pittsburgh.

BOB CORNELL b. Pittsburgh 1864. 105 x 19 x 4. Baird Gribble had her when she sank at Woods Run, Pa. and built the ELEANOR from the wreck.

BOYD C. TAYLOR The M. D. WAYMAN renamed in 1923, and wrecked in 1926.

BRILLIANT b. Pittsburgh, 1864. Engines 16's- 5½ ft. stroke. Owned by Capt. John Munhall, later by a Capt. Little of Portsmouth, O. Exploded at Gallipolis, Ohio, August 5, 1878.

BUCKEYE BOY b. 1886. 128 x 21.8 x 3.5. Machinery from the R. J. GRACE and built at McConnellsville, Ohio. Eventually burned at South Point, O.

C. O. b. Cincinnati, 1885. 81.6 x 15.7 x 2.7. Owned by Mrs. Callio French. Capsized while in tow of the towboat OAKLAND. Originally a pleasure craft owned by Nicholas Longworth.

CADET b. Elizabeth, Pa., 1902. 117 x 23 x 4.5. Engines from the (little) CHARLES JUTTE. Owned by the Combine.

CAL J. NEARE b. Jeffersonville, Ind., 1884. 85 x 17 x 3.5. Originally U. S. towboat METER. Owned 1925 by Cumberland Hickory Co., Nashville.

CHARLES JUTTE b. Pittsburgh, 1880. 115 x 22 x 3.5. Not to be confused with the later CHARLEE JUTTE. Ran until dismantled about 1900, and machinery went to building towboat CADET.

CHICAGO b. Lyons, Iowa, 1895. 79 x 22 x 3.5. Originally named GEORGE M. WATERS and renamed about 1901. Owned by Paepke-Leicht Lumber Co. and ran out of Arkansas City.

CHILHO'VEE b. Jeffersonville, Ind., 1908. 100 x 20 x 3.6. Ran on the Tennessee River--there in 1924.

CLARA CAVETT B. Harmar, Ohio, 1877. 132 x 21 x 3.5. Originally steam packet MINK NO. 2. Owned by Capt. Thomas Cavett and ran on the Allegheny

WANTED LIST----continued

Eventually became the towboat CREIGHTON.

CLEVELAND     b. Fort Smith, Ark., 1889.    100 x 20 x 3.    Originally had an iron hull.    Rebuilt at Batesville, Ark., 1903.

CLIPPER        b. Pittsburgh, Pa., 1867.    Engines 16's- 4 $\frac{1}{2}$  ft. stroke.    Owned by Samuel Clarke & Sons and towed coal.    Was running 1876.

CLIPPER        b. Pittsburgh, Pa., 1895.    124 x 21.6 x 3.5.    Engines from the towboat SEVEN SONS.    Burned 1903, rebuilt, ran through 1917 for the Combine.

COAL BLUFF NO. 2     b. Pittsburgh, Pa., 1877.    124 x 21 x 4.    Engines 16's- 5 $\frac{1}{2}$  ft. stroke.    U. S. Engineers, Missouri River, had her after 1881.    She eventually became the CALVIN B. BRACH.    (Not to be confused with the towboat COAL BLUFF built from the ABE McDONALD).

COAL HILL       b. Pittsburgh, 1856.    Engines 22's- 8 ft. stroke.    Owned by Capt. C. B. Marthens and others.    Engines later went on the JOHN PORTER.

COBB CECIL       b. Cincinnati, 1873.    Towed pig iron between Ironton and Cincinnati handling model barges.    Also went the ETNA, JOHN MEANS, which were so engaged.

COLLIER        b. Pittsburgh, Pa., 1859.    Engines 18's- 7 ft. stroke from the old side-wheel towboat BLACK DIAMOND (see).    Owned by W. H. Brown and towed from Pittsburgh.    In operation 1871.

COMET          b. Pittsburgh, 1881.    114 x 23 x 3.9.    Long a harbor boat at Cincinnati.    Engines went to the BILL CLARK.

CONCRETE       b. Little Hocking, Ohio, 1896.    95.8 x 14 x 3.8.    Owned at Parkersburg, W. Va.    Originally named NELLIE BARTLETT.    Towed cross ties, etc.

CONDOR        b. Cincinnati, 1867, originally named QUAKER.    Renamed 1868 when sold to Pomeroy Coal Co.    Machinery from Civil War gunboat CARONDELET.    She burned at Coalport, O., April 29, 1885.

CORA          b. Pittsburgh, 1882,    105 x 22 x 2.8.    Owned by Capt. Thomas Cavett.    Later ran in the Big Sandy Towboat Co.

CRESCENT       b. Pittsburgh, Pa., 1871.    144 x 28 x 5.    Originally named JOSEPH A. STONE.    Went to Mexico 1914.    To have her photographed as wrecked in the Gulf, but no view of her afloat.

CROZET        b. Evansville, Ind., 1908.    Originally R. J. ARMSTRONG.    Belonged to U. S. Engineer Dept.

CYCLONE        b. Pittsburgh, Pa., 1892.    117 x 21 x 3.    Pittsburgh poolboat.

D. B. BURNS     b. Elizabeth, W. Va. on Little Kanawha River, 1885.    71.4 x 16.8 x 2.4.    Owned 1889 by Capt. S. W. Litton.



WANTED LIST----continued

D. T. FLESHER      b. Parkersburg, W. Va., 1901. Originally JOHN S. SUMMERS.

D. T. WATSON      b. Pittsburgh, Pa., 1864. 99 x 17 x 2.6. Formerly was ALEXANDER FOSTER, then JOHN T. CASE. Ran many years. Owned 1907 by Capt. James Patterson of Williamstown, W. Va.

D. W. WOODWARD      b. Mason City, W. Va., 1882. Later named BOB PRICHARD.

DAN HINE      b. Pittsburgh, Pa., 1866. 135.5 x 24.6 x 3.3. Became a Northern Line towboat on upper Mississippi.

DANIEL BUSHNELL      b. Pittsburgh, 1856. Engines 14's- 4 ft. stroke. Towed on the Allegheny River, Capt. James Matthews.

DANIEL LINDSAY      b. Nashville, Tenn., 1909. 111 x 22.7 x 3.3. Engines 10's- 4 ft. stroke from the SYCAMORE. Went to Missouri River later.

DART      b. Pittsburgh, Pa., 1865. Engines 16's- 6 ft. stroke. Towed coal from Pittsburgh, owned in part by Capt. Tom Fawcett.

DAVID HOSTETTER      b. Pittsburgh, Pa., 1877. 80 x 8 x 3.6. A steam tug. Later was taken to Tampa, Fla.

DELTA      b. Pittsburgh, Pa., 1881. 122.5 x 22.5 x 4. Originally named BILLY EZELL. Owned by Combine after 1900. Burned April 17, 1907.

DEVING & SONS      b. Pittsburgh, Pa., 1894. 92 x 12.5 x 3.1. A contractor's poolboat, ran until about 1915.

DEXTER      b. Pittsburgh, Pa., 1866. Engines 16½'s- 5 ft. stroke. Owned by John Eaton and others. Machinery went to VOYAGER.

DIAMOND      b. Brownsville, Pa., 1903. 124 x 23 x 4.4. Was renamed IRON CITY about 1908-1911. Stranded on Lourey Run Bar, Ohio River, Sept. 8, 1911 and was dismantled on the bar. Machinery went on the new IRON CITY then building at Parkersburg, W. Va., and had been originally on the VIGILANT.

DIAMOND      b. Pittsburgh, Pa., 1864. 153 x 32 x 5.1. Engines 22's- 8 ft. stroke. Owned by John Korr and others. Burned on the lower river after 1892.

DIAMOND      b. Marietta, Ohio, 1903. 110.7 x 22.3 x 4. Originally towboat S. B. GOUCHER. Exploded her boilers near Davis Island Dam, Ohio River, 1912.

DICK C. PAPE      b. Madison, Ind., 1897. 120 x 23 x 4.6. Originally named MARY LACY. Towed on the lower Ohio. Lost in ice, Jan. 31, 1918 at Tomeno Landing, Tenn.

DICK FULTON      b. Pittsburgh, Pa., 1867. (third of the name). Engines 22's- 7 ft. stroke. Owned by Riddle, Coleman & Co., Pittsburgh.

DICTATOR      b. St. Louis, 1865. Wrecked on the Hannibal, Mo. bridge, April 17, 1876. Nine lives were lost.



WANTED LIST--continued

DOLPHIN b. Jeffersonville, Ind., 1873. 135.8 x 22.8 x 4.8. Long operated at St. Louis and was succeeded by DOLPHIN NO. 2.

E. F. JACKSON b. 1894. 90 x 19 x 3. Did job towing around Pittsburgh owned by Thomas Jackson. Billy Bryant had her, 1918.

EAGLE b. Pittsburgh, Pa., 1858. Engines 20's- 7 ft. stroke. Towed out of Pittsburgh about 20 years. Owned by Capt. Kerling and others.

ED HOEBS b. Wheeling, W. Va., 1871. 135 x 26 x 4.5. Engines 16's- 5½ ft. stroke. Owned by Wheeling Towboat & Barge Co. which also ran the towboat NAIL CITY. Machinery went to packet BEN HUR.

ED J. LILLY b. Rumsey, Ky., 1907. 77 x 15 x 4. Originally EDNA RUSSELL.

ED MOORE originally HELPER of Campbell's Creek Coal Co.

EDNA RUSSELL b. Rumsey, Ky., 1907. Later ED J. LILLY (see above).

ELEANOR b. Brownsville, Pa., 1901. 117 x 23 x 3.8. Later MIDLAND.

ELLA b. Pittsburgh, Pa., 1865. Engines 17's- 5½ ft. stroke. Owned by Horner, Woods & Co. Ran 1885, maybe later.

ELLA LAYMAN b. Pittsburgh, Pa., 1872. Towed for early Standard Oil Co. Made a trip to Oil City, Pa., 1877.

ELLA WOOD A tug, originally MISTLETOE, owned by Simpson Horner, John A. Wood and Jonathan Wood.

ELLA WOOD NO. 2 Tug b. Chester, Pa., 1870. W. G. Coyle owned half in her, and balance owned by T. D. Horner, Simpson Horner and John A. Wood.

EMILY JUNG b. New Orleans, La., 1898. Owned by Capt. H. C. Whiteman. Later owned by Capt. Wm. McNally at Pittsburgh. A steam tug.

EMMA COOPER b. Pittsburgh, Pa., 1878. Originally FRANK B. NIMICK, then CITY OF OVENSBORE. Machinery went to MARLIN RIGGS.

ETNA b. Cincinnati, O., 1873. 153 x 25 x 4. Engines 15's- 5 ft. stroke. Owned by Cincinnati & Ironton Barge Line Co.. Exploded at Long's Ldg. on Kanawha River, burned, and sank on March 15, 1882.

EUGENIA TULLY b. Dubuque, Iowa, 1906. 140 x 32 x 4.2. Originally the NORTH STAR, later COMMANDER.

EVAN WILLIAMS b. Pittsburgh, Pa., 1872. Engines 18's- 4½ ft. stroke. Owned by Horner, Woods & Co., Pittsburgh. Later was renamed Wm. G. HORNER.

EXQUISITE b. on Allegheny River, 1879. Original tunnel propeller boat on inland streams, built by Capt. Ephraim Ralph. Sold to Shreveport, 1882.

WANTED LIST---continued

F. K. HULINGS b. Pittsburgh, Pa., 1900. 116 x 20 x 4.2. Owned by Capt. H. B. Hulings, had engines from the WARDEN MCKNIGHT. Diamond Coal & Coke Co., Pittsburgh, had her in 1904.

FAIRPLAY b. Pittsburgh, Pa., 1867. Engines 16's- 4½ ft. stroke. Owned by Capt. A. J. Crow and others.

FEARLESS b. Pittsburgh, Pa., 1865. Engines 20's- 8 ft. stroke. Owned by James A. Blackmore and others. Later was in Kansas City Barge Line, wrecked August 26, 1882 at Bonhomme Island, Missouri River.

FORD CITY b. Pittsburgh, Pa., 1889. 103.8 x 18.8 x 3. A job boat around Pittsburgh many years. Burned in Allegheny River, March 27, 1915.

FOX b. Pittsburgh, Pa., 1863. Engines 16½'s- 4½ ft. stroke. Owned by Adam Jacobs and John Gilmore, Sr. Capt. Frank Gilmore, master, 1873.

FRANK B. NIMICK b. Pittsburgh, Pa., 1878. Later EMMA COOPER (sec).

FRANK MILLER b. Vevay, Ind., 1901. 90 x 20 x 3. Harbor boat at Cincinnati owned by Capt. Frank Miller.

FRED STONE b. Pt. Pleasant, W. Va., 1887. 69.6 x 20 x 2.3. Dismantled about 1903, engines going to the towboat MERMAID.

FRED WILSON b. Pittsburgh, Pa., 1860. Engines 17's- 6 ft. stroke. This was the original of the name, owned by Capt. W. W. O'Neil and others, and commanded by Capt. G. Wash Gray. Dismantled 1873, and engines went in the BELLE MCGOWAN.

FRITZ b. Jeffersonville, Ind., 1894. 120 x 26 x 4. Engines 15's- 5½ ft. stroke. Operated by Capt. B. B. Bradley, Cairo, Ill. Later in Combino.

G. K. FLESHER b. Parkersburg, W. Va., 1913. 135 x 27 x 3.5. Owned at Mt. Vernon, Ind. and sold to Panuco River, Mexico, 1917. Went there under her own steam.

GAZETTE b. Allegheny, Pa., 1903. 69 x 15.8 x 1.8. Named for the Pittsburgh "Gazette Times" a newspaper. Picture of a coon on the engineroom bulkhead. Owned by Capt. David Boyles at Parkersburg.

GEM b. Paducah, Ky., 1923. 102.3 x 22 x 3.8. Towed out of Tennessee.

GEN. GILLMORE b. Jeffersonville, Ind., 1883. 140 x 28 x 4. Owned by U. S. Engineers. Still operating 1892.

GEN. H. L. ABBOT b. Jeffersonville, Ind., 1895. 170 x 32 x 5. Later renamed GEN. J. H. SIMPSON. U. S. Engineer Dept.

GEN'L. LARIMER b. Pittsburgh, 1854. Engines 15's- 4 ft. stroke. Owned by Robert Couter, later by Capt. James Jackson, Sr., then by Capt. Billy Abrams. Was still running 1870.

GEORGE F. DANA Kanawha River towboat built from LIBERTY NO. 4. Finally burned at Coal Haven Harbor, Cincinnati.

WANTED LIST--continued

GEORGE F. EGAN --Originally JACOB HEATHERINGTON. Owned in latter days by a river contractor named Egan who operated Advance Sand & Construction Co.

GEO. GARDNER b. Pt. Pleasant, W. Va., 1903. 120.4 x 22 x 3.9. Owned by Capt. S. C. Gardner, originally name BEE. Harbor boat around Pt. Pleasant.

GEO. J. OEHLER b. 1936 and owned by Knoxville Sand & Gravel Co.

GEORGE M. WATERS b. Lyons, Iowa, 1895. 79 x 22 x 3.5. Later renamed CHICAGO.

GEORGE S. ROSS b. Pittsburgh, Pa., 1892. 100 x 16 x 3.2. Owned by Pittsburgh Plate Glass Co. Exploded her boiler, June 1, 1901, killing her master, Capt. Kelly.

GILLESPIE Originally CAPELLA b. Wahasha, Minn., 1922. 126.3 x 24 x 3.9. By 1929 had been again renamed PAUL THOMPSON, owned by U.G.I. Contracting Co., St. Louis.

GIPSEY b. Pittsburgh, Pa., 1864. Engines 15's-5 ft. stroke. Capt. David Brennoman, master, 1867.

GIPSEY NO. 2 b. Pittsburgh, Pa., 1865. Capt. W. H. Laughlin, owner, along with Beaver County, Pa. parties.

GLENWOOD b. Pittsburgh, Pa., 1867. Originally ABE HAYS. In operation 1886, maybe later.

GRAFTON b. 1871 and towed coal out of Kanawha River. Dismantled in 1882 and machinery went to towboat D. W. WOODWARD.

GRAND LAKE b. Pittsburgh, Pa., 1866. Engines 22's-7 ft. stroke. Owned by Capt. Jos. B. Williams and others.

GRAND LAKE NO. 2 b. Pittsburgh, Pa., 1869. Engines 22's-8 ft. stroke. Owned by Capt. Jos. B. Williams and others. Machinery went to the JIM WOOD.

GRAY EAGLE b. Knoxville, Tenn., 1912. 101 x 21.3 x 3.9. Capt. A. B. Underwood commanded when she ascended Little Tennessee to McGhee at mouth of Tellico River.

GREENBACK b. Pittsburgh, Pa., 1865. Engines 18's-3½ ft. stroke. This machinery went to the L. C. McCORMICK. Built by Capt. John Rodgers.

GREYHOUND b. Pittsburgh, Pa., 1866. Engines 17's-6 ft. stroke. Owned by William H. Brown, Wm. Bailey and Robert Bailey. By 1876 had been sold to lower Ohio River.

GUS GENIN b. Ironton, Ohio, 1881, using engines, etc. from packet SALT VALLEY. Towed out of Pomeroy Bend, then sold south. Burned at Evansville, Ind., August, 1898.

GYPSY (Possibly same boat listed GIPSEY, see). Engines later went on towboat I. N. BUNTON.

H. E. PIERPOINT b. Brownsville, Pa., 1868. Engines 14's- 5 ft. stroke. Owned by Paytona Coal Co. on Coal River, tributary of the Kanawha. Later became towboat BERTHA, then VAN.

HARRY b. Pittsburgh, Pa., 1880. 93 x 16.5 x 3.2.

HARRY NO. 2 b. Pittsburgh, Pa., 1893. 93 x 16.5 x 3.2. Later became MACKBELL, R. J. HESLOP.

HARRY P. JONES b. Pittsburgh, Pa., 1888 116 x 22 x 4.6. Originally the R. M. BLACKBURN, renamed 1898.

HARTH b. Malden, W. Va. 109.4 x 20 x 3.2. Originally ALEX MARTIN, then UNCLE SAM.

HAWKEYE b. Pittsburgh, Pa., 1864. Engines 13's- 4 ft. stroke. Owned by Capt. Thomas Fox and others.

HAWKEYE NO. 2 b. Pittsburgh, Pa., 1863. Engines 16's- 5 ft. stroke. Owned by S. J. Carr and Walter Tetley. Engines later went on the WM. ERNST, then on J. B. LEWIS.

HERBERT b. Cincinnati, O., 1883. 134 x 27.8 x 3.6. Owned by McNebb Coal Co., Chattanooga, Tenn. Machinery went to CITY OF CHATTANOOGA.

HERCULES b. Pittsburgh, Pa., 1864. Engines 18's- 7 ft. stroke. Owned by Capt. D. A. McDonald and others.

HEPO b. Pittsburgh, Pa., 1867. Engines 11's- 4 ft. stroke. Owned by Capt. James P. Scott.

HIRAM CAMPBELL b. Cincinnati, O., 1872. Owned in Cincinnati Barge Line, Capt. J. Barrott, master, Gus Brown, clerk.

HOMER B. b. Racine, Ohio, 1889. 89 x 15.4 x 2.6. Built by Austin D. Butler and Euph Ausmiller, later by Varian Bros., Pt. Pleasant.

HOO HOO b. Patterson, La., 1894. 106 x 27.8 x 4.1. Owned by Capt. F. B. Williams, a lumber dealer.

HOSMER b. Paducah, Ky., 1901. 95.6 x 18.4 x 3.6. Owned by Ayer & Lord Tie Co. Sold to Red River in summer of 1916.

HOTSPUR b. Evansville, Ind., 1875. 110 x 22.4 x 3.5. Operated at Louisville by Capt. Butterff. Later at Pittsburgh.

HIENA b. Pittsburgh, Pa., 1864. Engines 14's- 5 ft. stroke. Owned by Capt. James Kuling and others. (Variously spelled "Koeling.")

I. N. BUNTON b. Pittsburgh, Pa., 1880. Engines 15's- 5 ft. stroke from GYDSY. January 1, 1894, struck a pier at Davis Island Dam, Ohio River, sank.

I. N. PHILLIPS b. Louisville, Ky., 1867. Capt. John Gilmore bought her and used her towing coal out of Pittsburgh until he built the FRANK GILMORE.

THE HAMMITT b. McKeesport, Pa., 1866. 142 x 24 x 5. Engines 17½'s- 6 ft. stroke. Owned by Pollard, Dunshee and Hammitt of Pittsburgh.

WANTED LIST---continued

INDIANA b. Paducah, Ky., 1923. 107.7 x 24.8 x 4.6. Owned by Indiana Towing Co., Evansville, Ind. Burned below Natchez, December, 1937.

INNOVATOR b. Rock Island, Ill., 1872. 100 x 20 x 3. Name changed to MONITOR, September, 1904.

IRON CITY b. Pittsburgh, Pa., 1903. 124 x 23 x 4.4. Originally named DIAMOND (see) and renamed about 1908. Dismantled on Lourie Bar, Ohio River, September, 1911.

IRON DUKE b. Pittsburgh, Pa., 1881. 177 x 32.6 x 6. Owned by Gray's Iron Line, later by Capt. W. B. Rodgers. Sank in collision with tow of the ALICE BROWN near Cairo, Ill., May 1, 1894.

IRON KING b. Parkersburg, W. Va., 1875. Owned by J. R. King and others.

IRON VALLEY b. Wheeling, W. Va., 1873. Exploded at New Cumberland, W. Va., August 11, 1879.

IS. KEEFER b. Pittsburgh, Pa., 1873. Later ADVANCE.

J. SHARP McDONALD b. Pittsburgh, Pa., 1870. 177 x 34 x 6.5. Engines 24's- 9 ft. stroke. Owned by D. A. and J. S. McDonald, towed coal from Pittsburgh. Later renamed JOHN F. WALTON.

J. M. BOVELL b. Pittsburgh, Pa., 1882. 115 x 23 x 3.8. Towed from Kanawha River, then from Green River.

J. M. HUDSON b. Marietta, Ohio, 1908. 134 x 23. Engines 13's- 5 ft. stroke. Owned by J. M. Hudson & Sons on Allegheny River. Later sold to Rodgers' Sand Co., became SWEET CAKE.

J. M. JONES b. Paducah, Ky., 1926. 125 x 25 x 3.6. Much equipment used from burned towboat METROPOLIS. Owned by J. M. Jones Lumber Co. (Not to be confused with later J. M. JONES b. from C. W. HOWELL).

J. M. LINDER b. Paducah, Ky., 1899. 100 x 18 x 4. Owned 1905 by Anderson-Tully Co., Memphis.

J. M. CAMDEN b. Parkersburg, W. Va., 1870. Exploded a boiler at Fish Creek, demolishing the boat, killing four, July 9, 1877.

J. N. KELLOGG b. Brownsville, Pa., 1859. Still operating 1867.

J. S. COSGROVE b. Pittsburgh, Pa., 1858. Engines 13's- 5 ft. stroke. Built for John Munhall of McKeesport, Pa., later by Capt. Willis Hodgson. Towed oil on the Allegheny River.

J. S. MERCER b. Pittsburgh, Pa., 1871. Engines 17's- 6 ft. stroke. Owned by Grand Lake Coal Co. and sold to Armstrong's of Kanawha River. Sank near Gallipolis and machinery salvaged, later on TORNADO.

J. S. NEIL b. Pittsburgh, Pa., 1865. 129 x 22 x 3.7. Later named KATIE TIMMONS of Wheeling.

WANTED LIST---continued

J. S. NEIL      b. Pittsburgh, Pa., 1876, originally named SOUTH SIDE. Renamed after first of the name was sold (see last page).      T. M. Monkins & Co. of Pittsburgh owned her 1892.

JACK OSBORN      b. Cincinnati, O., 1886. 120 x 30 x 5. Originally owned by U. S. Engineer Dept. and named KENTUCKY.      Capt. Robert Hornbrook, Evansville, ran her many years.      Sold her to Vicksburg, 1902.      Burned in March, 1906.

JACOB PAINTER      b. Pittsburgh, Pa., 1859.      Engines 14's- 4 ft. stroke. Owned by Capt. Tom Fawcett, S. Packer and others.

JACOB PAINTER NO. 2      b. Pittsburgh, Pa., 1864.      Owned by Abraham Hays and others.

JAMES CALDWELL      b. Pittsburgh, Pa., 1881.      Owned by Capt. Josh Barrett. 44 x 12 x 4.6.      A tug.

JAMES GILMORE      b. Pittsburgh, Pa., 1867.      Engines 17's- 6 ft. stroke. Owned by Capt. John Gilmore and others.

JAMES GUTHRIE      b. New Albany, Ind., 1853.      Described in the Foreword of this book, see.      This one would be worth at least \$35.

JAMES JACKSON      b. Pittsburgh, Pa., 1871.      Engines 13's- 5 ft. stroke. Built by Capt. Robert Jackson and others.      Towed oil to Parkersburg and Huntington.      Later rebuilt, renamed GEORGE W. STONE.

JAMES LAUGHLIN      b. Pittsburgh, Pa., 1877.      71.5 x 15 x 4.5.      Owned by Laughlin & Co. and towed pig iron, etc. to Jones & Laughlin mill.      A tug.

JAMES TAYLOR      b. Cincinnati, Ohio, 1882. 121.9 x 26.2 x 4.6.      Later renamed IDA BUDD.

JAY GOULD      b. Mound City, Ill., 1880.      186.8 x 30.4 x 5.3.      Engines 24's- 8 ft. stroke.      Owned by St. Louis & New Orleans Transportation Co. Dismantled at Madison, Ind. and GLEANER built from her.

JIM BROWN      b. Pittsburgh, Pa., 1866.      Engines 16's- 6 ft. stroke. (First of the name).      Cut down by ice at Brown's Landing, Monon River, January 7, 1881.      The second JIM BROWN then was built.

JIM WATSON      b. Belle Vernon, Pa., 1858. 126.8 x 28.6 x 3.7.      Engines 13's- 5 ft. stroke.      Capt. Thomas M. Rees originally owned her and operated on Allegheny River.      Later owned on Missouri River, and in Osage River. By 1892 she had gone south, owned at Brashear, La.      Burned at New Orleans in February, 1896.

JOE BIRG      b. Franklin, La., 1902. 124 x 28 x 3.7.      Owned by Capt. Clyde Barbour and named for a plantation owner.      Went to Tampico, Mexico with the JENNIE BARBOUR.

JOE SEAY      b. Pittsburgh, Pa., 1870.      Originally named JOHN BIGLEY.      Was at Vicksburg, Miss., 1892.

WANTED LIST---continued

JOHN BARRETT      b. Lovanna, Ohio, 1891.    124.8 x 31 x 5.5.    Later renamed BIRMINGHAM.

JOHN BIGLEY      b. Pittsburgh, Pa., 1870.    Engines 20" x 20".    A tug.    Owned by H. J. Bigley & Bros., Pittsburgh.    Later sold to Vicksburg, renamed JOE SEAY.

JOHN DIPPOLD      b. Pittsburgh, Pa., 1871.    190 x 34 x 6.    Engines 24's- 8 ft. stroke.    Owned by Capt. John Dippold and others.    Later sold south and towed stone from Roselare to the Jetties.    Dismantled, July, 1888 and machinery went to the JOHN GILMORE.

JOHN F. DRAVO      b. Pittsburgh, Pa., 1867.    Engines 16½'s- 4½ ft. stroke.    Owned by L. P. and F. Chester.

JOHN F. WALTON      b. Pittsburgh, Pa., 1870 and originally named J. SHARP McDONALD (which see).    Dismantled and hull served as a whariboat at Pt. Pleasant, W. Va.

JOHN GILMORE      b. Pittsburgh, Pa., 1871.    Engines 25's- 8 ft. stroke.    Owned by John and James Gilmore, Pittsburgh.    Correction: built at Jeffersville, Ind. at the Barmore yard.    Owned later by Mississippi Valley Transportation Co.    Rebuilt into the EXPORTER, 1894.

JOHN HANNA      b. Wellsville, Ohio, 1865.    Engines 16's- 5½ ft. stroke.    Owned by Daniel Demsey and William Hanna.    Towed on the Allegheny River and one time went to Warren, Pa.    Sold to Pomeroy, Ohio, in April, 1879.    Sank at Pt. Pleasant, W. Va., 1885.    Machinery went on packet HENRY M. STANLEY.

JOHN LOMAS      Collided with the excursion side-wheeler SCIOTO below Mingo Junction, Ohio, July 4, 1882.    Later renamed R. B. KENDALL.    Originally was named DELTA.

JOHN MEANS      b. Ironton, Ohio, 1873.    170 x 28 x 5.5.    Engines 20's- 6 ft. stroke.    Towed pig iron, ore, etc.    Machinery from former packet ARMADA.    Exploded her four boilers at Osceola, 90 miles above Memphis, March 27, 1861.    Owned at the time by Lourey Towboat Co. and in charge of Capt. Wm. McClellan.

JOHN MILLS      b. Marietta, Ohio, 1895.    134.5 x 26 x 4.    Compound engines, 10's, 17½'s- 5 ft. stroke.    Renamed while now when bought by U. S. Engineers of Montgomery, Ala., called ALABAMA.    Ran there through 1915.

JOHN O. PHILLIPS      b. Pittsburgh, Pa., 1899.    119 x 25.7 x 4.1.    Machinery from towboat VENTURE.    Later renamed WILMOT.

JOHN P. THORN      b. Pittsburgh, Pa., 1878.    Owned by George J. Free, William Ross and others.    120 x 23.5 x 3.2.    Towed Allegheny oil to Huntington.    Burned at Pittsburgh, December, 1894, owned by John F. Klein.

JOHN PENNY      b. Pittsburgh, Pa., 1871.    Engines 18's- 7 ft. stroke.    She was built pool stylo, the largest.    Capt. John Penny owned her.    Machinery went to Brown Line's CRUISER.

JOHN S. SUMMERS b. Parkersburg, W. Va., 1901. 114.2 x 21.5 x 3.4. Later became the D. T. FLESHER, KENNETT DILLMAN, GEORGE WOODS.

JOHN T. CASE b. Pittsburgh, 1864. Originally ALEXANDER FOSTER. Later became the D. T. WATSON.

JOHN W. GARRETT b. Cincinnati, O., 1864. Capt. John K. Booth towed for the B. & O. Railroad with her, Parkersburg-Cincinnati.

JOSEPH H. BIGLEY b. Pittsburgh, Pa., 1870. Engines 26's- 8 ft. stroke. Owned by N. J. Bigley, Pittsburgh. Dismantled at Madison, Ind., 1883, and engines went to the R. S. HAYES.

JOSEPH W. GOULD b. Pittsburgh, Pa., 1877. 125 x 23 x 4.5. Machinery from former towboat GIANT. When dismantled these engines went in the TITAN.

JOSEPH WARNE b. Pittsburgh, Pa., 1874. 130.8 x 22 x 4. Later renamed DAVE WOOD, see.

KANGAROO b. Pittsburgh, Pa., 1865. Engines 12's- 4 ft. stroke. Towed paving stones from Allegheny River to Cincinnati, owned by Capt. David Clark and others. Later towed around Evansville. Upsot at Spottsville, Ky., March 15, 1889, Capt. George Ingram and nephew were drowned. Wreck was salvaged and machinery used on D. A. NISBET, see.

KATE DIXON b. Pittsburgh, Pa., 1873. On June 6, 1876, U. S. Marshal Major Harrington and Capt. James Taylor were both killed in a duel below Aberdeen, C., when an attempt was made to arrest Capt. Taylor.

KATE WATERS b. Cincinnati, Ohio, 1866. At Galena, Ill., 1876.

KATE WATERS NO. 2 b. Cincinnati, Ohio, 1873.

KATIE TIMMONDS b. Pittsburgh, Pa., 1865. 129 x 22 x 3.7. Originally named J. S. NEIL. Operated at Wheeling, W. Va.

KENTUCKY b. Cincinnati, 1886. 120 x 30 x 5. Owned by U. S. Engineers, later sold, renamed JACK OSBORN.

KEYSTONE b. Pittsburgh, Pa., 1865. Engines 16's- 5½ ft. stroke. Owned by Capt. Thomas Renouf and others.

L. H. BUHRMAN b. Hawesville, Ky., 1899. 112.6 x 23.2 x 4.9. Owned by Cincinnati Cooperage Co., burned near Stevenson, Ky., March, 1903.

L. W. MORGAN b. Pittsburgh, Pa., 1873. 131 x 22 x 4. Later renamed GEORGE SHIRAS see.

LAME DUCK b. Charleston, W. Va., 1879. 85 x 15 x 3.7. Big Sandy Towboat Co. Sunk in collision with side-wheel COMMONWEALTH at Cincinnati.

LARK b. Pittsburgh, Pa., 1865. Engines 16½'s - 4½ ft. stroke. Owned by Adam Jacobs and Farrow, Gumbert & Co. When dismantled her engines went to towboat MARK WINNETT.



WANTED LIST --- continued

LEADER b. Pittsburgh, Pa. circa 1860. Engines 16½'s- 5 ft. stroke. Owned by J. W. Clark and others. Owned 1871 by Samuel Clarke & Sons.

LENA MARMET b. Raymond City, W. Va., 1912. 116.7 x 25.2 x 3.7. Towed coal from Kanawha River until sold to Panuco River, Mexico, 1914. She was dismantled in Mexico, 1921. Her engines, along with those of the VOLUNTEER were used building compound engines for a new boat for Panuco River named CABALLERO.

LEOPARD b. Pittsburgh, Pa., 1863. Engines 17's- 6 ft. stroke. Owned by Cornell, Duncan & Co. Rebuilt at St. Louis, 1875, operated by Henry Louroy and others. Sank at Rush Island, Mississippi River, December, 1876.

LION b. Pittsburgh, Pa., 1863. Engines 18's- 7½ ft. stroke. Capt. Bob Robison (see TOM DODSWORTH). Sank at Painter's Mill, 1877.

LIONESS b. Pittsburgh, Pa. circa 1860. Engines 22's- 7 ft. stroke. Capt. A. McDonald. Converted into a ram for Civil War.

LIONESS NO. 2 b. Pittsburgh, Pa., 1869. Engines 22's- 7 ft. stroke. Capt. Abraham McDonald. Owned by Capt. James A. Blackmore, later sold to the Brown Line. In 1870 again sold to Marmet Coal Co. and was the first of their fleet. When worn out, machinery sold to Joe and Ab Gould, and placed on towboat PACIFIC NO. 2.

LITTLE ALPS b. Pittsburgh, Pa., 1864. Engines 15½'s- 4 2/3 ft. stroke. Capt. Holmes Hargar.

LITTLE ANDY FULTON b. Pittsburgh, Pa., 1872. Owned by James Rees and S. Roberts & Co.

LITTLE DICK b. Pittsburgh, Pa., 1881. 123 x 23.7 x 4. Engines 13's- 5 ft. stroke. Dismantled 1903, engines going to the CRUSADER.

LITTLE GIANT b. Pittsburgh, Pa., 1864. Engines 15's- 5 ft. stroke. Owned by Duncan, Cornell & Co., Pittsburgh. Capt. R. C. Gray bought this boat in March, 1864, with her organized Gray's Iron Line. "Old-timers" maintain the engines from this boat went on the JOSEPH A. GOULD, later to the TITAN.

LITTLE JIM REES b. Pittsburgh, Pa., 1864. Engines 13's- 5½ ft. stroke. Built by James Rees and James McGovern. Sold, April, 1869, to Grand Tower Coal Co. near St. Louis.

LITTLE SAMPSON b. Cincinnati, 1880. 119.8 x 20.6 x 3.2. Operated on Kanawha River, Capt. David Stout.

LITTLE WHALE b. Pittsburgh, Pa., 1864. Engines 14's- 5 ft. stroke. Owned by M. Bailoy and others.

LIZZIE TOWNSEND b. Brownsville, Pa., 1882. 129.6 x 26 x 3.5. Owned by C. L. & W. Railroad and operated at Wheeling many years towing ore from West Wheeling to Top Mill.

LUD KEEFER b. Pittsburgh, Pa., 1881. 132 x 24 x 4. Capt. Is. Koefer of Pittsburgh ran this one. Sunk in Monon River while towing excursion barge

WANTED LIST --- continued

DACOTAH. Machinery salvaged by Tom Clark of Marine Mfg. & Supply Co. and afterwards placed on towboat W. H. FLINT.

M. WHITMORE b. Pittsburgh, Pa., 1868. Engines 13's- 5 ft. stroke. Owned by Capt. William Hodgson and others.

M. L. THORNTON b. Guyandotte, W. Va., 1903. 73.6 x 14 x 2.6. Burned at Letart, Ohio, December 9, 1911.

MAGGIE SMITH b. Pittsburgh, Pa., 1873. Owned by Evansville & Henderson Transportation Co. and towed transfer barges for the L. & N. Railroad. Sank in ice at Evansville.

MAJOR SLACK b. Pt. Pleasant, W. Va., 1906. 118.3 x 25.6 x 3.7. Owned by Barrett Line from former towboat JOHN MACKAY, sec. Sold to Capt. C. A. Barbour, Houston, Texas. She was taken to Mexico.

MARSH McDONALD b. Pittsburgh, Pa., 1869. 156 x 28 x 5.5. Engines 20's- 7 ft. stroke. Later renamed HORNET NO. 2, sec.

MARY A. ANDERSON b. Madison, Ind., 1906. 100 x 27 x 3. Owned by Capt. J. T. Anderson, towed cross ties on Tennessee River.

MARY ALICE b. Pittsburgh, Pa., 1867. Engines 22's- 8 ft. stroke. Owned by W. H. Brown.

MARY ANN b. Pittsburgh, Pa., 1866. Engines 20's- 6 ft. stroke. Capt. R. M. Boles. Burned at Pittsburgh, September, 1880, along with towboat SIMPSON HORNER, sec.

MARY DAVAGE b. Pittsburgh, 1865. Engines 16's- 5½ ft. stroke. Owned by Thomas Davage and others.

MARY LACY b. Madison, Ind., 1897. 120 x 23 x 4.6. Towed out of Green River. Later renamed DICK C. PAPE, sec.

MARY M. MICHEAL b. New Albany, Ind., 1881. 143.3 x 26.3 x 4.4. In 1904 owned by Paducah Towing Co.

MAUD S. b. Portsmouth, Ohio, 1879. 108.6 x 17.3 x 3.6. Originally named PRES. ELLISON. Running in 1886.

MENGEL BOX COMPANY b. Marietta, Ohio, 1909. 147.2 x 29.8 x 4.6. Sank at Plum Point, Tenn., February 28, 1918.

METROPOLIS b. Metropolis, Ill., 1911. 125 x 25 x 3.6. Burned February 1, 1925 at Caruthersville, Mo. owned by Dillman Egg Case Co. Was rebuilt into the J. M. JONES, sec.

MICHIGAN Towed between Pittsburgh and Huntington in 1870 's, Capt. Warren Elsey.

MINER b. Pittsburgh, Pa., 1866. Engines 16½'s- 5 ft. stroke. Side-wheel towboat. Sank in Missouri River.

WANTED LIST --- continued

MONIE BAUER b. Golconda, Ill., 1892. 73 x 17.5 x 3. Operated by Paducah Towing Co, and later by Armstrong Sand Co., Wheeling. Lost in 1918 ice.

MONITOR b. Rock Island, Ill., 1872. 100 x 20 x 3. Originally named INNOVATOR, name changed in September, 1904.

MONTREY b. Pittsburgh, Pa., 1862. Engines 11's- 4 ft. stroke. Built by Capt. R. G. Craig and others. Later owned by S. S. Crump & Co. Turned over at the Louisville Falls.

MORGAN-DAVIS --Originally U. S. Engineer towboat T. P. ROBERTS (see).

MOUNTAIN STATE ---Originally towboat BILL CLARK (see); later towboat WALTER P. NEEDHAM.

MY CHOICE b. Pittsburgh, Pa., 1872. 183 x 35 x 5. Engines 28's- 8½ ft. stroke. Built by Capt. James A. Blackmore and sold to Mississippi Valley Transportation Co. Rebuilt 1896 at Madison, becoming HARVESTER (see).

MCGRATH --Originally RELIANCE b. Rumsey, Ky., 1918. Later named NEAL, then J. C. WERNER, JR. As MCGRATH owned by McGrath Sand & Gravel Co., Shawmootown, Ill.

MCPHERSON b. Nashville, Tenn., 1888 115 x 23.5 x 3.5. Originally named DOVER. Owned by U. S. Engineer Dept.

MCWILLIAMS --Originally rafter GARDIE EASTMAN (see) renamed 1926 when rebuilt at Madison, Ind.

N. H. BREAUx b. Patterson, La., 1925. 101.6 x 23.1 x 4. Burned at Lockport, La. and dismantled in May, 1944.

N. J. BIGLEY b. Pittsburgh, Pa., 1863. Engines 15 3/4's- 5½ ft. stroke.

N. J. BIGLEY NO. 2 b. Pittsburgh, Pa., 1870. Constructed from the prior boat of the name (see above). Renamed WM. BONNER in 1886, burned at Rush Run, Ohio River, August 16, 1889.

NAIL CITY b. Wheeling, W. Va., 1872. 135 x 24 x 4.2. Engines 14's- 5 ft. stroke. Owned by Wheeling Towboat & Barge Co.

NATRONA --Originally towboat WILLIAM P. FIEGER (see). owned by U. S. Engineer Dept., Pittsburgh.

NELLA F. BROWN b. Murraysville, W. Va., 1881. 122.7 x 19.7 x 4.4. Later renamed JOHN R. (see).

NELLIE BARTLETT b. Little Hocking, Ohio, 1896. 95.8 x 14 x 3.8. Renamed CONCRETE later.

NELLIE SPEER b. Pittsburgh, Pa., 1872. 145.4 x 27 x 5. Engines 18's- 7 ft. stroke. Long operated by the Hartweg's at Cincinnati. When dismantled her engines went to the FRED HARTWEG (see).

NEVILLE b. Pittsburgh, Pa., 1865. 197.83 tons.

WANTED LIST --- continued

NIAGARA b. Cincinnati, Ohio, 1859. Engines 18's- 7 ft. stroke. Capt. John Grino, owner and master, 1867. Dismantled 1877 and much equipment went to towboat JOSEPH NIXON (see).

NICK SAUER b. Chester, Ill., 1882. 100 x 18.2 x 4. Owned by Capt. Harvey Neville.

O. H. ORMSBY b. Pittsburgh, Pa., 1860. Engines 15½'s- 5½ ft. stroke. Owned by Capt. Thomas Fawcett and others.

OIL VALLEY b. Pittsburgh, Pa., 1865. Engines 15's- 5 ft. stroke. Owned by Capt. Thomas Jackson and others. First tow of oil products from Pittsburgh to New Orleans towed by this boat. Wrecked on Eminton, Pa. bridge (Allegheny River) in spring of 1870. See OIL VALLEY NO. 2)

PAINTER NO. 2 b. Pittsburgh, Pa., 1864 Engines 13's 5 ft. stroke. Owned by a Capt. Watton.

PANTHER b. Pittsburgh, Pa., 1863. Engines 20's- 7 ft. stroke. Built for Capt. Joseph P. Haigh. Later owned by H. D. Hutson (possibly Hudson).

PANTHER b. Hickory, Pa., 1910. 154.4 x 26 x 5. Originally named FRED HUDSON (see). Owned by Houston Lumber Co., Vicksburg, Miss., 1923-24.

PARANA b. Pittsburgh, Pa., 1865. A steam propeller freight barge owned by Jones & Laughlin, commanded by Capt. Warren Elsey.

PARK PAINTER b. Pittsburgh, Pa., 1868. Engines 12's- 4½ ft. stroke. Owned by James H. Rees and others. Later went to Upper Mississippi River.

PARK PAINTER NO. 2 b. Pittsburgh, Pa., 1871. Engines 13's- 4½ ft. stroke. Owned by James Rees and others. Machinery later on towboat LYDA (see).

PAUL THOMPSON --Originally CAPELLA b. Tabasha, Minn., 1922.

PAVONIA b. Madison, Ind., 1892. 120 x 26 x 4. Owned by Ayer & Lord Tie Co., Paducah, Ky. Sank in ice in Little Chain, lower Ohio River, 1918.

PETREL b. Burlington, Iowa, 1875. Engines 10's- 3½ ft. stroke. Ran on Missouri River and lost at South Point, Mo. in ice, January 3, 1883.

PEYTONA b. Louisville, Ky., 1867. Cut down by ice below Louisville on January 16, 1877.

PEYTONA b. Wheeling, W. Va., 1867. Ran in Coal River, tributary to the Kanawha, for Peytona Coal Co.

PEYTONA NO. 2 b. Peytona, W. Va., 1873. Also ran in Coal River.

PICKET b. Pittsburgh, Pa., 1864. Engines 15's- 5 ft. stroke. Owned by Capt. John Smith, Pittsburgh.

PINK VARBLE NO. 2 A Louisville Falls boat in 1860's.

WANTED LIST --- continued

POLAR STAR b. Metropolis, Ill., 1875. 353.03 tons.

POLAR WAVE b. Jeffersonville, Ind., 1885. 146 x 25.7 x 5. Burned at Helena, Ark., January, 1904.

PRES. ELLISON b. Portsmouth, Ohio, 1879. 108.6 x 17.3 x 3.6. Later renamed MAUD S.

R. J. GRACE b. Pittsburgh, Pa., 1870. Engines 13's- 4½ ft. stroke. This boat one time took spectators from Pittsburgh to Line Island on Ohio River for a prizefight between Joe Gooss and Paddy Ryan which ran 87 rounds. Her machinery later went to BUCKEYE BOY (see).

R. L. AUERLEY b. Pittsburgh, Pa., 1899. Owned by Peoples Coal Co. Later became the PLYMOUTH, see.

RALPH b. Pittsburgh, Pa., 1887. 115 x 18. Owned 1896 by E. C. Postal of Memphis. He sold her to lower Mississippi later that year and she sank enroute at Norfolk Ldg., 25 miles below Memphis.

RETURN b. Baker's Landing, Pa., 1881. 114.7 x 20.7 x 3.3. Operated around Pittsburgh. Exploded her boilers in February, 1889, was rebuilt, and in later years owned by a one-legged marine diver, S. L. Carpenter, at Pittsburgh. Sank near Shippingsport, Pa. about 1914.

ROBERT PEEBLES b. Cincinnati, O., 1873. 242.22 tons. Towed from Pomeroy Bond to Cincinnati. Finally exploded her boilers.

ROBERT SEMPLE b. Pittsburgh, Pa., 1871. Engines 13's- 5 ft. stroke. Owned by Capt. Thomas M. Rees and others.

ROBERT TAYLOR b. Higginsport, Ohio, 1901. Later W. T. SMOOT (see).

ROVER b. Pittsburgh, Pa., 1863. Engines 16's- 5½ ft. stroke. Owned by Capt. Richard C. Gray and others. One of the pioneers of Gray's Iron Line. Dismantled about 1880 and her engines may have gone to the HENRY DE BUS.

S. B. GOUCHER b. Marietta, Ohio, 1903. 110.7 x 22.3 x 4. Later renamed DIAMOND and exploded below Davis Island Dam circa 1912.

S. L. WOOD b. Pittsburgh, Pa., 1881. 177 x 41 x 7. Later renamed DEFENDER, which see.

SAM BROWN b. Pittsburgh, Pa., 1866. Engines 20's- 8 ft. stroke. Owned by William H. Brown. This was the first vessel bearing the name, dismantled in 1881.

SAM PARKER b. Cincinnati, Ohio, 1866. Engines 18's- 6 ft. stroke. Owned by Horner, Wood & Co., Pittsburgh. Capt. Jim Wood, master.

SAM ROBERTS b. Pittsburgh, Pa., 1865. Engines 22's- 6 ft. stroke. Owned originally by Capt. Wm. Cunningham and others. Exploded her boilers in the vicinity of Huntington, W. Va.

SAMPSON b. California, Pa., 1860. Engines 22's- 7 2/3 ft. stroke. Owned by Capt. Clark. Served in Civil War, later dismantled.

WANTED LIST --- continued.

SAMPSON NO. 2      b. Pittsburgh, Pa., 1869. Owned by William H. Brown and others. Engines 22's- 7 $\frac{1}{2}$  ft. stroke. When dismantled her hull and cabin served as a wharfboat at Carrollton, Ky.

SAMUEL MILLER      b. Pittsburgh, Pa., 1872. 148 x 26 x 5. Burned on December 2, 1893, enroute from lower Mississippi to Cincinnati.

SANFORD HAY      b. Pittsburgh, Pa., 1901. 65 x 12 x 2. Wrecked on the ice piers at Gallipolis, winter 1916-17.

SENTINEL      b. Pittsburgh, Pa., 1863. 83.6 x 17.6 x 3.3. Burned at the Cairo, Ill. elevator, February 10, 1895.

SEVEN SONS      b. Pittsburgh, Pa., 1875. 112 x 22 x 4. Machinery went to towboat CLIPPER in 1895.

SHARK      b. Pittsburgh, Pa., 1862. 168 x 32.6 x 5.1. Owned later by Mississippi Valley Transportation Co.

SIDNEY DILLON      --Originally towboat JOHN PORTER, see.

SILAS P. COE      b. Cincinnati, Ohio, 1880. 159 x 28 x 4. Burned at foot of Vine St., Cincinnati, January 23, 1891.

SIMPSON HORNER      b. Pittsburgh, Pa., 1866. Engines 24's- 6  $\frac{2}{3}$  ft. stroke. Owned by Simpson Horner. Burned at Pittsburgh, 1880, along with MARY ANN.

SOUTH SIDE      b. Pittsburgh, Pa., 1876. Later J. S. NEIL, see.

STAR      b. Pittsburgh, Pa., 1863. Engines 18's- 7 ft. stroke. Owned by Charles Jutte and others.

STELLA      b. Pittsburgh, Pa., 1864. Engines 20's- 7 ft. stroke. Owned 1870 by J. D. Johnson. Capt. Charles Jutte, master, 1870.

STELLA      b. Pittsburgh, Pa., 1860. Owned by Lewis Pope & Sons, Parkersburg, W. Va. Exploded 12 miles above Pt. Pleasant, W. Va., on Kanawha River, April 9, 1898.

STELLA McCLOSKEY      b. Pittsburgh, Pa., 1875. A tug.

STONEWARE      b. Friendly, W. Va., 1892. 100 x 17. Owned by Wm. Wenzel. Later sold to Yazoo River and towed out of there.

STORM      b. Pittsburgh, Pa., 1860. Engines 17's- 5 ft. stroke. Owned by Capt. James Gordon and others.

STORM (#2)      b. Pittsburgh, Pa., 1871. Engines 17 $\frac{1}{2}$ 's- 5 ft. stroke taken from the original boat. Owned by Capt. J. S. McDonald and others. Was considered very fast--once passed the packet URANIA.

SUCCESS      b. Marietta, Ohio, 1882. 120 x 22 x 3. Owned by George Strecker, Marietta. Engines from the MALLIE RAGON. Sold to U. S. Engineers.

WANTED LIST \*-- continued

T. D. HORNER      b. Pittsburgh, Pa., 1857.    203.29 tons.

TENNESSEE      b. Bridgeport, Ala., 1911.    133.7 x 28.7 x 4.    Originally  
named CHASTANG, later was the FRANK E. WOODS.

THESEUS      tug.    b. 1886.    Exploded October 29, 1924 at Cairo, Ill.

THREE LIGHTS      b. Pittsburgh, Pa., 1869.    Engines 14's- 4 ft. stroke. Owned  
by Capt. James Mathews, others.    Sank in ice run-out, Monon River, 1877.

TIBER      b. Pittsburgh, Pa., 1862.    Owned by Capt. John Rodgers, others.  
Towed oil from the Allegheny River.    Ten years later was on upper Mississippi.

TIGRESS      b. Pittsburgh, Pa., 185--.    Large engines and quite fast. Visited  
St. Paul, Minn., 1858, owned by Capt. James A. Blackmore, Pittsburgh. Was  
converted into a ram for Civil War, fought at Memphis, was sunk by Confed  
batteries at Vicksburg, 1863.

TIGRESS NO. 2      b. Pittsburgh, Pa., 1862.    Engines 20's- 6½ ft. stroke.  
Owned by Capt. Fred G. Dippold and others.    Later owned by J. N. McCloskey,  
and exploded her boilers at Sewickley, Pa., November, 1875.

TITAN      b. Madison, Ind., 1889.    142 x 27 x 6.    Owned by the Mississippi  
River Commission.    In operation 1892.

TOM FARROW      b. Pittsburgh, Pa., 1863.    Engines 17's- 5 ft. stroke. Owned  
by John Carvey and others.    Rebuilt 1868.    In operation 1876.

TOM LYSLE      b. Pittsburgh, Pa., 1871.    Engines 16's- 5½ ft. stroke. Owned  
by George Lysle and others.    The firm John A. Wood & Sons bought her, ran  
her many years.    Turned turtle and sank at Braddock, Pa., March, 1906. Her  
engines went to the Pittsburgh sand-digger MONARCH not for use, but as ballast.

TOM REES      b. Pittsburgh, Pa., 1863.    Engines 17's- 6½ ft. stroke.    Owned  
by Capt. Thos. Mulvehill and others.

TRAVELER      b. Pittsburgh, Pa., 1864.    Engines 13's- 5 ft. stroke. Owned by  
Capt. Thomas O'Reilly and others.    Later rebuilt into the TWILIGHT.

V. F. WILSON      b. Pittsburgh, Pa., 1860.    Engines 17's- 6 ft. stroke.    Owned  
by Pollard, Dunshee and Hammitt.    Gen. Grant's dispatch boat at Vicksburg.  
Towing on Ohio River, 1867.

VENTURE      b. Pittsburgh, Pa., 1864.    Engines 14's- 5 ft. stroke.    Owned by  
Capt. J. S. McDonald and others.    Rebuilt into the JOHN O. PHILLIPS.

VETAN      b. Pittsburgh, Pa., 1864.    Engines 15's- 5 ft. stroke.

VETERAN NO. 2      b. Pittsburgh, Pa., 1871.    Engines 16's- 6 ft. stroke.  
Owned by Capt. James Rees, S. Roberts & Co., and others.    This machinery  
later went to JOHN W. AILES.

WANTED LIST --- concluded

VIGILANT b. Pittsburgh, Pa., 1867. Engines 11 3/4's- 5 1/2 ft. stroke.  
Owned by Capt. John Cavett and others.

VIGILANT b. Pittsburgh, Pa., 1889. 112 x 25 x 3.5. Burned circa 1902.

W. B. COLE b. Cincinnati, Ohio, 1882. 92.6 x 18.1 x 3.4. Later renamed  
F. J. O'CONNELL.

W. C. GUFFEY b. Pittsburgh, Pa., 1877. Later renamed ANNIE ROBERTS.

W. C. McCUNE --Originally named W. J. ROBERTS. Burned at Dravosburg, Pa.,  
November 15, 1915.

W. J. ROBERTS b. Frankfort, Ky., 1908. 75 x 16 x 3.5. Later renamed  
W. C. McCUNE (see above).

WARNER b. 1864. Engines 18 1/2's- 7 ft. stroke. Owned by Henry Lourcy  
and others at St. Louis. Exploded at Memphis, May 1, 1878.

WEBSTER b. Pittsburgh, Pa., 1860. Engines 15 1/2's- 4 ft. stroke. Capt.  
H. W. Laughlin.

WHALE b. Pittsburgh, Pa., 1862. Engines 22's- 7 1/2 ft. stroke. Owned by  
J. M. Bailey and others. Later operated by Capt. Charles F. Adams.

WHITE SPOT b. Paducah, Ky., 1915. 112.7 x 26 x 2.9. Sold to Mexico, 1917.

WILD BOY b. Pittsburgh, Pa., 1865. Engines 10's- 4 ft. stroke. Owned  
by Capt. A. Culbertson, others.

WILD CAT b. Pittsburgh, Pa., 1860. Engines 20's- 5 ft. stroke. Owned  
by Capt. John Gilmore.

WILD DUCK b. Pittsburgh, Pa., 1865. Engines 17's- 5 1/2 ft. stroke. Capt.  
J. W. Annawalt, owner. Later in Pittsburgh & St. Louis Barge Line.

WM. COWEN b. Pittsburgh, Pa., 1870. Engines 22's- 6 ft. stroke. Owned  
by William H. Brown. Five boilers.

WM. G. HORNER b. Pittsburgh, Pa., 1872. 125 x 22.5 x 4. Originally  
named EVAN WILLIAMS. Dismantled at Pittsburgh, April, 1902.

WILLIAM H. BROWN b. California, Pa., 1865. 341.26 tons. Owned by W. H.  
Brown, coal operator at Pittsburgh.

YANKEE b. Cincinnati, Ohio, 1857. 174.7 x 28.4 x 4.4. Mississippi  
Valley Transportation Co.









